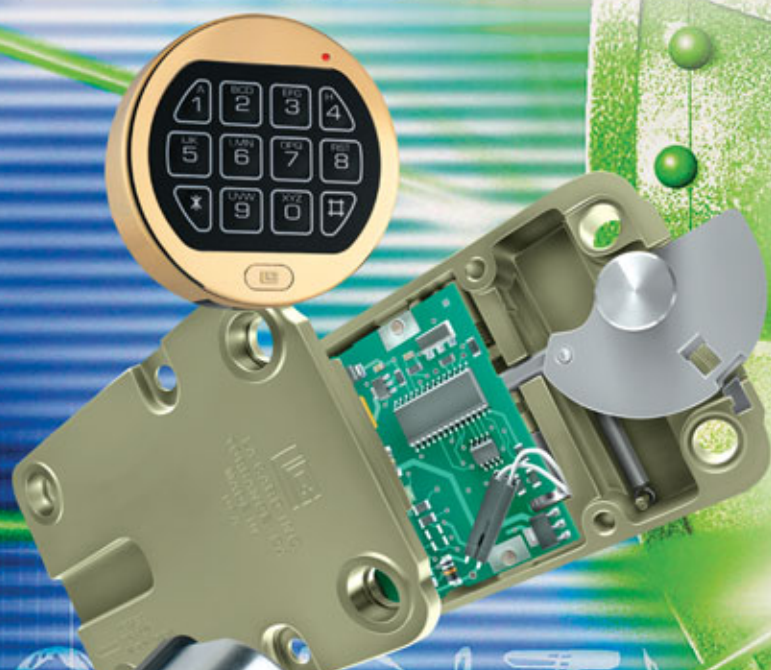


The National Locksmith®

November 2003
Volume 74
No. 11
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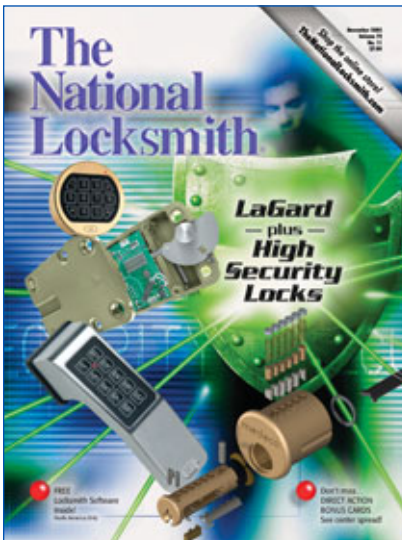
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 Robert Sieveking
Contributing Writers
 John Blankenship, Tony Blass,
 Ron & Chris Curry, Mark Daniel,
 Richard Allen Dickey, Ken Holmlund,
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Director of Sales & Marketing Jeff Adair
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(630) 837-2044 • Fax: (630) 837-1210
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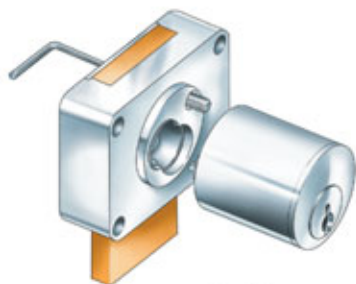
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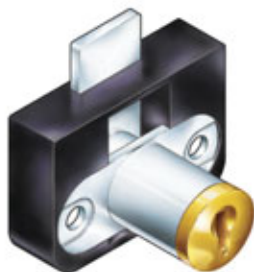


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Car 54 where are you? Still on that lockout??

Here's an article you might like to copy to your local Police Department if they still handle lockouts.

Auburn AL police department won't provide locksmith service anymore

By Amanda Holmes
Staff Writer
The Auburn Plainsman
September 25, 2003

On August 15, the Auburn Police stopped providing Lockjock services.

Lockjock is a device used for unlocking a car when the keys are locked inside. This has been a service offered for the public in the past.

To perform the Lockjock service, officers needed a one-sixteenth of an inch piece of stainless steel with notches cut in it.

The piece of steel is run between the window and the window molding. The lock rod is found and pulled up on, which unlocks the car. This procedure normally takes eight to ten minutes.

Auburn Police Chief Frank deGraffenried recommended the change in policy.

The Auburn City Council put the policy into place to protect the Police Department from liability. When police officers unlock cars with the Lockjock, they run the risk of damaging the car.

"I recommended that the City Council adopt this resolution because of the liability that unlocking cars carries with it," deGraffenried said.

According to deGraffenried, the newer the vehicle is, the more technology it requires, and that makes the procedure more complicated.

"The new cars have electric key locks and windows, which makes it more likely for an officer to damage the vehicle," deGraffenried said.

Students at Auburn have concerns about

locking their keys in their cars and not being able to rely on the police for help.

"I don't think it's a good idea because a lot of college students are from far away where they can't easily get a spare key if they don't already have one," junior English major Kristin Hahn said.

Opelika police provides the service for vehicles according to their manufacturing date, and the Lee County Sheriff's Office does not offer the service.

"I don't understand why the Police Department can't unlock my car if I'm locked out," Tiffany Daughtry, a senior in apparel merchandising and design production, said. "I understand there is a liability, but couldn't they make people sign a waiver agreeing that if there is damage done, we won't hold them liable?"

According to deGraffenried, the police department does not have the ability to send officers to competent schools to learn how to use the Lockjock correctly.

"Damage to an airbag could cost up to \$700 or \$800," deGraffenried said. "We are really doing the community a service by not requiring the Police Department to be liable for damage done to cars."



***Have questions? Want free technical help?
Free Locksmith Forums!***

www.TheNationalLocksmith.com

Marc Goldberg
Publisher

Mango's Message

Off With His Head!

I was a bit startled when the September issue of *The National Locksmith* magazine hit streets, and we were inundated with phone calls and e-mails. It's not the first time this has happened, and it certainly won't be the last, but we were all a bit perplexed about it.

I have been in the publishing business for a few years now, and I know that as a writer, publisher, or editor, when you receive a flood of phone calls or mail in any form, it's *not* going to be fan mail. As is usually the case, if you perform some great humanitarian act, there will be few accolades. But, make one minor human error, and a swell of death chants is soon to follow.

Under normal conditions, *The National Locksmith* operates under a level Blue security threat. (See chart for security threat level designations.) However, as the day progressed and the security risk continued to escalate (the calls and letters kept coming), we soon found ourselves operating under a level Orange.

Marc Goldberg, being the unflappable rock steady leader that he is, calmly gathered all the troops and told us to lock all the doors, draw all the window shades and lay low until the threat subsided. For a few tense hours you could hear nothing but a heartbeat in the building, except for a muffled murmuring coming from Marc's office.

I went in to check on him, only to find him huddled under his desk curled in the fetal position, praying for forgiveness, or something like that. He was so incoherent; I couldn't quite make out what he was saying. (O.K., maybe I exaggerated just a tiny bit. I was able to decipher some of his rambling.)

We all chuckled a bit, but to our amazement, it worked! We all made it home safe and sound that evening. That'll teach us to snicker at Marc's defense strategy!

So what turned the phone lines and Internet servers red hot? The "Transponder Key Blank Cross Reference Chart" in the September issue.

We received comments that it was incorrect, incomplete, and had too many blank holes. A thundering groundswell of opponents wanted my head, or at the very least, a recall election for my job—

which I believe is scheduled to take place October 7, 2003 for those who may want to mark that on their calendar.

Is the information in the *Transponder Key Blank Cross Reference Chart* incorrect? No. The information given is correct.

Is the list incomplete? Yes. There are transponder key blanks that were not listed for some vehicles by some manufacturers. Why? Because the manufacturer didn't provide the necessary information.

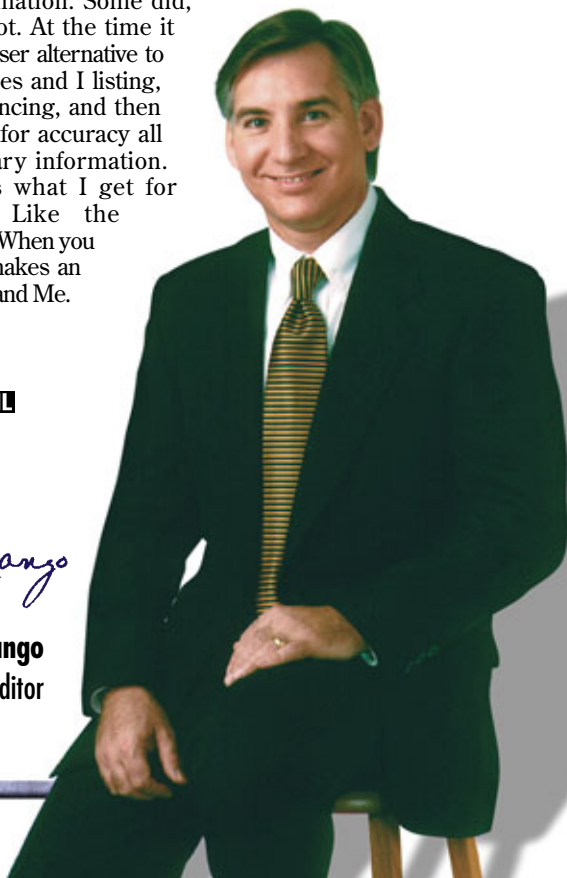
Are there too many holes? That's subjective. Whenever you do a cross-reference in a chart form from multiple manufacturers, there is always going to be holes. Not all the manufacturers make a transponder key blank for every vehicle. However, there is an available transponder key blank given for every vehicle listed.

In my most humble defense, let me state that *all* the information provided in the *Transponder Key Blank Cross Reference Chart* was supplied by the key blank manufacturers listed. All of it! We, or I, did not provide the information. When I decided to publish a complete, useful, up-to-date transponder cross-reference guide, I felt that it would be best to leave the provision of information to the manufacturers. I assumed that by supplying them a list of transponder equipped vehicles, they would in turn provide complete, accurate, up-to-date key blank information. Some did, some did not. At the time it seemed a wiser alternative to my colleagues and I listing, cross-referencing, and then rechecking for accuracy all the necessary information. Well, that's what I get for assuming. Like the saying goes: When you assume, it makes an Ass out of U and Me. Ass-u-me.

TNL

Greg Mango

Greg Mango
Editor





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 Herbert L Flake, Houston, TX

Circle 211 on Rapid Reply

Letters

The National Locksmith is interested in your view. We do reserve the right to edit for clarity and length.

A Tribute to Howard M. Allenbaugh

(October 30, 1934–September 7, 2003)
by Mark Howard Allenbaugh, Esq.

We all lost a very good man on September 7, 2003—my father and close friend of the locksmith industry, Howard Morris Allenbaugh, President and Founder of M.A.G. Engineering & Manufacturing Co., Inc., of Huntington Beach, California. He was 68, and is survived by his wife Veronica, three children and three grandchildren.

As many of you know, my father, through MAG, was a long-time inventor, manufacturer, and engineer of security hardware products, which, since MAG's founding in 1968, have been used by locksmiths countless times to protect the lives of others. How fitting, then, that my father's name means "bold heart," "noble watchman," and "defender."

My father started MAG two years before I was born. Consequently, MAG and the locksmith industry always have been a part of my life. The Associated Locksmiths of America trade shows were among the many shows my father and mother Veronica would regularly attend while I was growing up, and to

which they would occasionally take me (I was the curly-haired, loud one). My father also proudly served on the Board of Directors for the National Locksmith Suppliers Association (now known as the Security Hardware Distributors Association) in the mid 1980s.



As the picture of my Pop reflects, he boasted a broad grin, which came easily to him, and which reflected his rich, varied, and fulfilling life.

My Pop spent the vast majority of his time in the plant working on machinery rather than in his office. He literally was a hands-on kind of guy.

Consequently, my Pop always told me that when he passed-away, I was under strict orders not to "screw things up" at MAG. My Pop was a blunt guy, even with me. He worked hard over the years to assemble a great team at MAG, which will remain in place. Although I could never fill my Pop's shoes (he wore a 9-1/2 EEE, after all), the best tribute my mother and I can think of to the best man we ever will know, is to work as hard as he did to ensure the continued success of his legacy: MAG. With the quality team assembled there, this will not be difficult to do.

So, please stop by the MAG booth at the next trade show to say hello and share some stories with us about my Pop. We look forward to meeting you, and to introducing you to my Pop's new grandson: my son, Maximilian Howard. Although Max was born just two days after my Dad's passing, I already can see in him my Pop's bold spirit, a spirit that also lives on in MAG.

E-MAIL YOUR VIEWS!

NATLLOCK@aol.com

Remember to include your first and last name.

In Memory of Sy Lucas

Foothill Locksmiths wishes to notify the locksmith community of the passing of our founder, Sy Lucas at the age of 97. Sy founded Foothill Locksmiths in 1956 with his wife Lena. A former rancher from Nebraska, Sy and his wife moved to California, where he found a saw sharpening and locksmith shop for sale.

He cut his first key at age 50. Besides cutting keys he learned how to rekey a lock and thought he knew it all. Later he said that if he realized how much he did not know, he would not have had the nerve to open the door for business. But he was mechanical and learned from fellow locksmiths, trade shows, and correspondence courses. He was ALOA member 1992. Sy built his one-man operation into a thriving operation including his son, grandson, great grandson and great granddaughter. He retired in 1981 and moved into the hills. He kept active with woodcarving, inventing things and tinkering in his workshop.

He is survived by his wife, Clemo, many children, grandchildren, great grandchildren and great, great grandchildren.

Blaine Lucas, CML, CPS
TLN California

The National Locksmith
1533 Burgundy Parkway
Streamwood, IL 60107
Attn: Editor

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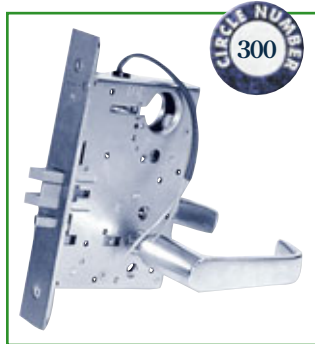
SECURITY

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Cafe

Corbin Russwin's ECL Series Electric Mortise Lockset

Manufactured in Berlin, CT the lockset is designed with the patented quick reversible feature of the ML20900 latch bolt, which enables the user to reverse hands without disassembling the lock case.



Also available with the electric mortise lock are three monitoring options. Latch bolt Monitor includes a SPDT switch that monitors the full extension of the main latch. Request to Exit is a SPDT switch that changes state when the free lever is rotated. Security Monitor has two SPDT switches wired in series that monitors lock status and auxiliary latch status.

These options matched with the proven ML2000 lock body make the ML20900 ECL ideal for door control where increased security is necessary at all times, while meeting life safety codes. The ML20900 ECL

provides remote locking and unlocking of trim.

These new features and options for this lock make it ideal for numerous applications such as high security areas, school and classroom entrances and industrial plants.

Marks USA Distinctive Key-In-Lever Locksets

Marks USA introduces its ANSI grade 1 and 2 SURVIVOR series key-in-lever cylindrical locksets in two distinctive lever designs. The "American" design with an angular return and the "Crescent" with a smooth rounded lever, both returning to within 1/2" of the door surface.



Both designs feature the "Clutch" mechanism, which prevents forced entry and damage to lock by disengaging lever from lock before damage can occur. Marks locksets feature lifetime mechanical warranty. All SURVIVOR locksets are UL listed for 3-hour fire rating, and satisfy all ADA requirements.

Architectural Control Systems Request to Exit Cylindricals

Architectural Control Systems, Inc. (ACSI) Series

1500 Electric Cylindrical Lock Modification is now UL Listed for Request to Exit switching. The ACSI Authorized Egress (AE) modification monitors the activation of the inside trim.

The AE Switch can be used for a wide variety of functions including activation of a door alarm, shunt a door alarm to allow free egress, signal a control console when the inside trim is activated or signal an electromagnetic lock for egress.

The modification is available on Schlage D Series, Corbin Russwin 3400 Series, Sargent 10 Line and Arrow Q Series cylindrical locks.

Videx's CyberLock® Switch Lock

The Unique design of all CyberLock cylinders allows you to transform a standard mechanical lock in to a full-functioning access control system. With CyberLocks you can restrict access for authorized users to specific days and specific times during those days. In addition, a record is made each time someone gains entry and each time entry is denied, providing a precise record of who, what, where, when and why for management review.

The system consists of an electronic lock cylinder and electronic key, each containing a microprocessor and memory. Each key is unique and cannot be duplicated, and since the lock cylinder does not have a traditional keyway, the lock is pick proof. When an authorized user gains entry, a record of the user ID, date and time is stored in both the key and the cylinder, creating a key history and a lock history. The CyberLock cylinder holds the last 1100 events, while the CyberKey holds the last 1150 events. The CyberKey can be programmed with a list of locks the key is authorized to open, and the dates and times when these openings are permitted.

Since there is no battery in these cylinders, and no wires to install, CyberLock can go virtually anywhere. For exterior and interior doorways, Videx has created CyberLock for mortise, knob set, deadbolt and lever set locks. For cabinets and containers, Videx has CyberLock cylinders for padlocks, cam locks, and vending machine T-handle locks. Each cylinder is designed to the exact dimensions of the mechanical lock cylinder that it is replacing, which

Consolidated Security System

MacArthur Blvd.

50.9100

For 50 years, the cornerstone of Clark Security Products' business has been serving the locksmithing industry with above and beyond customer service. Because of that commitment, we have had the honor of developing long-standing relationships with our customers.

Richard Clark, the founder of Clark Security Products, and the Pedroni family of Consolidated Security Systems started one of those relationships, a partnership that continues to this day. Consolidated Security Systems was established in 1924 by Joseph Pedroni and has been a family business for eight decades. Ron and Joy, representing the third generation, took over in 1989. Consolidated Security Systems has changed names and locations several times, but has recently settled on West MacArthur Blvd. in Oakland, where the Pedroni's now own their building. Consolidated Security Systems focuses on the corporate customer, specializing in access control and CCTV. The Pedroni's relationship with Clark goes beyond excellent service.

"Clark employees go out of their way to ensure timely delivery of our orders at a competitive price. Their efforts help us keep customers happy."—Joy Pedroni, Consolidated Security Systems, co-owner.

With all the changes over the past 50 years, our shared values remain the same, mutual respect, trust, making and keeping promises, and providing great customer service. Clark looks forward to creating and maintaining relationships with our customers like Ron and Joy Pedroni, generation after generation. We have enjoyed serving the locksmithing industry for 50 years and we look forward to 50 more.

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Continued from page 10

allows the electronic CyberLock cylinders to be installed in standard lock hardware in minutes.

Rixson Model 2900 Automatic Door Opener

Rixson Specialty Door Controls has introduced the Model 2900 Automatic Door Opener. The Rixson Model 2900 is a low-energy operator that automatically opens the door while using a floor closer to hang and close the door. The product is very well suited for doors that are too heavy to be controlled by a traditional low-energy operator, for low to moderate traffic applications where ADA accessibility is required.



CIRCLE NUMBER 304

By using balanced pivots, the Model 2900 only needs to overcome the force of the spring of the floor closer, allowing it to control the heaviest of doors. The 2900 unit can be surface mounted to the door (without removing the door), while the existing floor closer remains in place, resulting in minimal "down time."

The Model 2900 is available for both offset and center hung doors, in models to accommodate either the push or pull

side of the door, and in deep reveal and double egress options.

The Amagansett by Omnia

The Amagansett entrance handle set by Omnia may be customized with either knob or lever trim. The sturdy construction and precision of the mortise lock assures optimal security and durability and is available in several configurations.



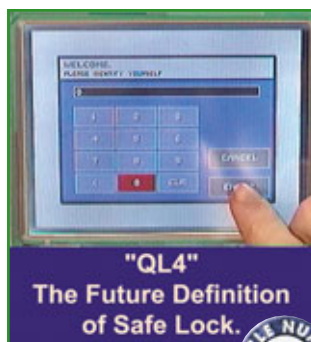
CIRCLE NUMBER 305

It is available in four finishes including brass, shaded bronze, satin nickel and Omnia's Max Brass®.

Corporate Safe Specialists QL4

Corporate Safe Specialists (CSS) has added the QL4 stand-alone cash control system to its Netchanger family of products. QL4 is a stand-alone version of the popular advanced cash control system with all of its features and functions plus the added benefit of a proprietary software base.

ACCS is a touch screen information safe that combines the latest technical specifications with the most dynamic



CIRCLE NUMBER 306

audit capabilities. The functionality of the system allows it to be fully integrated into existing IT networks and structures while providing a host of services. QL4 was developed by CSS to accommodate the many government, institutional and other customers who must have a closed system. Now they can have both the convenience of the original ACCS with the added security of the QL4.

The Hinge Tweaker

The Hinge Tweaker is a tool designed to rebend standard weight .134 gauge hinges to enable a door to operate correctly.



CIRCLE NUMBER 307

The tool works by placing it over the hinge knuckles of the bent hinge while the door is closed. The hinge is bent slightly by pushing the Hinge Tweaker toward the doorknob/lever side of the door, and the procedure is repeated

until the door closes properly.

The rebending technique is intended to be a time and labor saving device for locksmiths and facility managers looking for a more effective means to repair doors.

Trine's Mechanical Chime and Entry/Exit Signal Kit

The No. 235 Chime emits traditional tone bar sound triggered by unique wireless technology. It is the only wireless mechanical chime on the market and has a range of up to 125' as well as 128 selectable codes. It is field selectable for 2-note or 1-note and is FCC and IC approved.



CIRCLE NUMBER 308

The new 206-3 Entry/Exit Signal Kit is a one note, 2-note or 8 note field selectable chime. It operates in up to a 100' area, and has a wireless battery operated door contact switch. Its receiver plugs into a 120VAC outlet. The unit is UL, CUL, FCC and IC approved.

Schlage D-Lock Unveiling

The Schlage grade 1 D-Lock was designed with

CIRCLE NUMBER 309

input from end-users, locksmiths and Schlage channel partners in both new construction and the aftermarket. The lock exceeds all ANSI requirements after three million cycles, which is nearly four times the industry standard and exceeds ANSI strength minimums by 40 percent. The new D-Lock can be installed in less than two minutes and is available in a variety of finishes and trim designs.

In addition to lab tests, Schlage is launching its largest beta testing program for a new product. Over 500 locks will be installed in more than 70 beta sites in the United States and Canada, reaching more than 25 school districts,

15 universities, some of the most busiest and most respected hospitals in the nation as well as office buildings, manufacturing plants, military bases and correctional institutions.

D&D Introduces New Security Locks

D&D Technologies has introduced a new line of architectural stainless steel locks for gates and doors.



SECURITY Case

The Forte™ HaspLock is made from 316-grade stainless steel and is ideal for use in marine or other corrosion-prone environments. It is highly resistant to hacksawing, levering and oxyacetylene cutting.

The Forte HaspLock is designed to replace a conventional hasp, staple and padlock arrangement and provides greater security than traditional locking devices. Forte can be used alone or as an add-on security to bolster existing gate or door locks. The dedicated gate HaspLock can be

installed to gate gaps of up to 4". Single or double-hinged models are ideal for use on truck or shop tools boxes or vending machines.

The locking mechanism is a "deadlocked" design, which protects the lock from tampering or prying. The Forte HaspLock is supplied with a 6-pin key-in-knob style cylinder, which is accessible for keying alike and master keying, or being replaced with higher security cylinder systems.

TNL

Announcing...Reinforcing Trim Spacers

For through-bolt mounting Olympus cabinet locks!

Through-bolt mounting increases your cabinet lock security!



Reinforcing Trim Spacer & Template:

- Through-bolt mounting - increases security of installation through reinforcement of cabinet face and direct connection of lock mounting screws to external trim spacer's binder posts.
- The external metal 1/4" trim spacer allows for an attractive flush mounting of the cabinet lock face.
- The external trim spacer template allows for proper mounting hole placement of the external trim spacer.
- The template can be used as a 1/8" shim spacer.
- Trim spacers and templates are available in US3 and 26D finishes.

#ETS1 / #ETS1B / #ETST1 - For 700, 721, 777, 800, 850, 888 & 950
#ETS2 / #ETST2 - For 100, 200, 500 & 600

#ETS3 / #ETST3 - For N078 & R078
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B. Place the original remote on the Test Area and depress the 1st button/function. The LED displays (----) then (done) then (A-10) then (r--2), indicating a successful recording and that the Program Unit is ready to record button/function 2 from the original remote.



C. With the LED displaying (r--2), depress the 2nd button/function on the original remote. The LED again displays (----) then (done) then (A-10) then (r--3), indicating that the Program Unit is ready to record button/function 3 from the original remote.



D. Repeat steps B and C until all buttons/functions of the original remote have been recorded.



E. Once all of the original remote's buttons/functions have been recorded, press the 2 button on the Program Unit to program the new remote. (P---) then (P610) appears on the LED display indicating successful programming.



PART NO.	DESCRIPTION	PRICE
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112154	Remote Cloning Tool Only	\$199.95
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Circle 237 on Rapid Reply

HIGH SECURITY Locks

ABLOY PROTEC

ABLOY Protec's new one piece sealed disc controller does not need to be prepped, making the cylinder very smooth in operation along with eliminating any wear on both the key and cylinder. With almost two billion combination possibilities per keyway available, ABLOY Protec can create some of the largest master key systems in the world.

The UL listed rotating disc cylinder does not rely on springs or pins. Turning the all-metal key with its angled cuts directly on the 11 rotating discs to form the combination. Since there is no resistance when the key is inserted, there are no worn or broken keys.

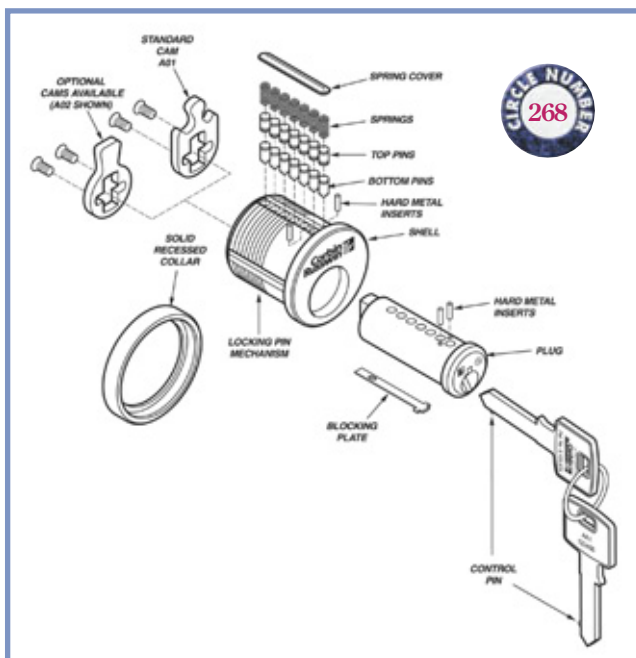
ABLOY Protec's hardened steel cylinder housing resists picking and manipulation. Key blanks are patent protected and require a dedicated key machine to cut the unique angled keyways.



PYRAMID BY CORBIN RUSSWIN

Pyramid cylinders, available from Corbin Russwin Architectural Hardware, offer one of the longest utility patents on the market today. These cylinders are patent protected until the year 2018.

This unique system incorporates a locking pin mechanism in the shell that holds the plug in place by the use of a blocking plate. When the Pyramid key is inserted into the cylinder, a spring-loaded control pin in the tip of the key depresses the locking pin mechanism and allows the plug to turn.



The customer-friendly Pyramid cylinders are constructed for drill and pick resistance and are easily serviced, keys can be easily cut or duplicated on standard equipment. Pyramid keying systems are factory-created, and policies and procedures are in place for product and key blank distribution. No key blanks are released from Corbin Russwin unless they correspond to an existing master key system and all documentation is verified.

Pyramid cylinders are available in a High Security version (UL437) as well as a Security version (non-UL). Both cylinder types are covered by the same utility patent and can be combined on the same keying system. This gives the option for high security cylinders to be used for more vulnerable areas in a facility and security cylinders to be used for the overall keying system.

KABA'S PEAKS® PATENTED KEY CONTROL SYSTEMS

Kaba Access Control's Peaks patented high security key control systems are a cost effective solution for any facility's access control needs. Peaks is the industry leader in compatibility with all major brands of locking hardware, which allows you to replace only the cylinder and not the hardware. This makes security system replacements or upgrades much simpler and more economical. Peaks also retrofits 95% of Grade 1 & 2 hardware.



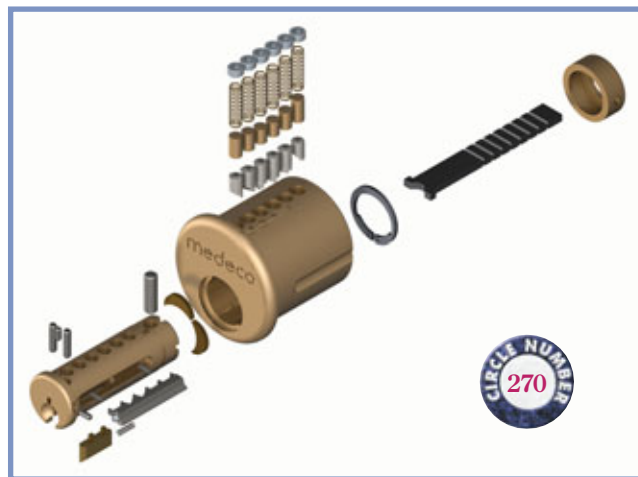
The Peaks system requires authorization to order cut keys, key blanks and key cylinders, and patents prohibit other manufacturers from making blank keys. This eliminates the potential for unauthorized duplication, and the need to re-key locks when employees, tenants or students leave.

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complete line of products to provide total solutions for the security needs of any type of facility.

MEDECO HIGH SECURITY LOCKS UNVEILS MEDECO3

Medeco3 is Medeco High Security Locks' new, patent-protected product that delivers an increased level of lock security through a spring-loaded slider mechanism, providing heightened resistance to physical attack and raising to 13 billion the number of unique codes available for master key systems. The new product was unveiled recently at the Associated Locksmiths of America convention in Las Vegas.



Building on the technology and success of the original Medeco design and subsequent introduction of Medeco Biaxial®, Medeco3 incorporates its changes within the plug and sidebar, allowing locksmiths to service the new product using their existing inventory of Medeco cylinders, current pin kits and servicing tools. Existing Medeco key machines are made Medeco3-ready simply by installing a Key Clamp Conversion Kit.

The slider mechanism provides an additional locking point by blocking the sidebar until an authorized key with the proper side biting is inserted into the cylinder, creating a three-point locking system. Additionally, the Medeco3 key design allows for a thicker, stronger key, while still offering the highest level of protection against unauthorized key duplication.

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The SARGENT XC Series cylinder offers a cost effective means of achieving higher key control in an existing key system. XC is backward compatible with existing SARGENT keyways, making it a cost-effective upgrade solution. The patented XC Series incorporates a factory loaded locking side pin mechanism in the barrel that engages a locking slot machined into the XC body. This prevents the plug from rotating, even when a properly cut standard key is inserted. The XC key has a factory milled slot in the key

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blade that allows the locking side pin mechanism to retract, creating a second "shear line" and allowing the plug to rotate.

An intermediate level of key control is established by limiting availability to authorized SARGENT distributors. This eliminates the possibility of duplicating keys at any retail outlet. XC is offered in most of SARGENT's standard keyways, providing easy upgrades of existing SARGENT key systems. XC keys can be cut to operate non-XC cylinders in an existing or new system.



are upgradeable, enabling you to tailor security and cost to meet your exact needs. Both levels of security cylinders offer longer patent life (extends controlled key distribution), have keys that can be cut on standard machines (for maximum convenience and savings), and are available in a full range of cylinder types. **TRIL**

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ProMaster records scanned images of signatories and building floor plans. ProMaster also allows you to export various reports to standard file formats such as PDF (Adobe Acrobat Portable Document Format), Excel or RTF (Rich Text). ProMaster 5 offers unique calculation algorithms that will automatically assign the codes for complex master-key systems and guarantee that they are phantom (ghost key) free.

ProMaster supports automatic generation of codes by either the matrix method (for large and complicated selective systems) or tree based coding (for standard hierarchical systems).

ProMaster 5 has an array of clever features – these include background phantom checking, auto key head color assignment, a wide variety of display options for flexibility in the layout of key codes and powerful assistants to guide you through complex operations.

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Medeco's Return to Distribution



by Robert C. Cook,
Medeco President and CEO

Background

Medeco sells more high security key systems in America than the rest of the industry put together. And this is mostly accomplished with the partnership of locksmiths. But the fact that professional locksmiths are the most effective channel for the sale of high security key systems is far from obvious. Locksmiths work mostly on retrofit applications in existing buildings; they *upgrade* the key system. One might think that a bigger opportunity is to get the high security key system placed in new buildings at the time of construction. The U.S. market, however, has not evolved that way. New construction use of Medeco does occur, but it's the minor part of our sales. So servicing and supporting locksmiths is Medeco's single most important issue.

In 1996, Medeco had a large, national network of locksmiths. Most of our sales to these locksmiths, however, went through wholesale distribution. Some of the largest locksmiths bought direct, but even these would source some of their Medeco requirements from wholesalers for reasons of delivery or the convenience of sourcing products from multiple manufacturers in a single order. Towards the end of 1996, Medeco dropped nearly all of the wholesalers and undertook to supply the locksmith dealers directly from the factory in Salem, VA.

In bypassing distribution, Medeco was looking for the following benefits:

- Medeco would become its own distributor
- Medeco would remain in direct contact with its dealers. This would provide benefits in terms of market knowledge and loyalty
- Medeco would be able to distribute other products of interest to locksmiths which it did not make

Medeco was aware that bypassing distribution would force the company to bear the costs associated with distribution.

Implementation

Medeco beefed up its field sales force, inside sales/customer service team, took a deep breath and started informing distributors that it no longer wished to sell to them. This entailed the repurchase of inventory, a process which, in many cases, became contentious. There was also the burdensome task of converting thousands of locksmiths into direct customers. Many of these dealers were used to buying from distribution and did not necessarily welcome the closing of that option.

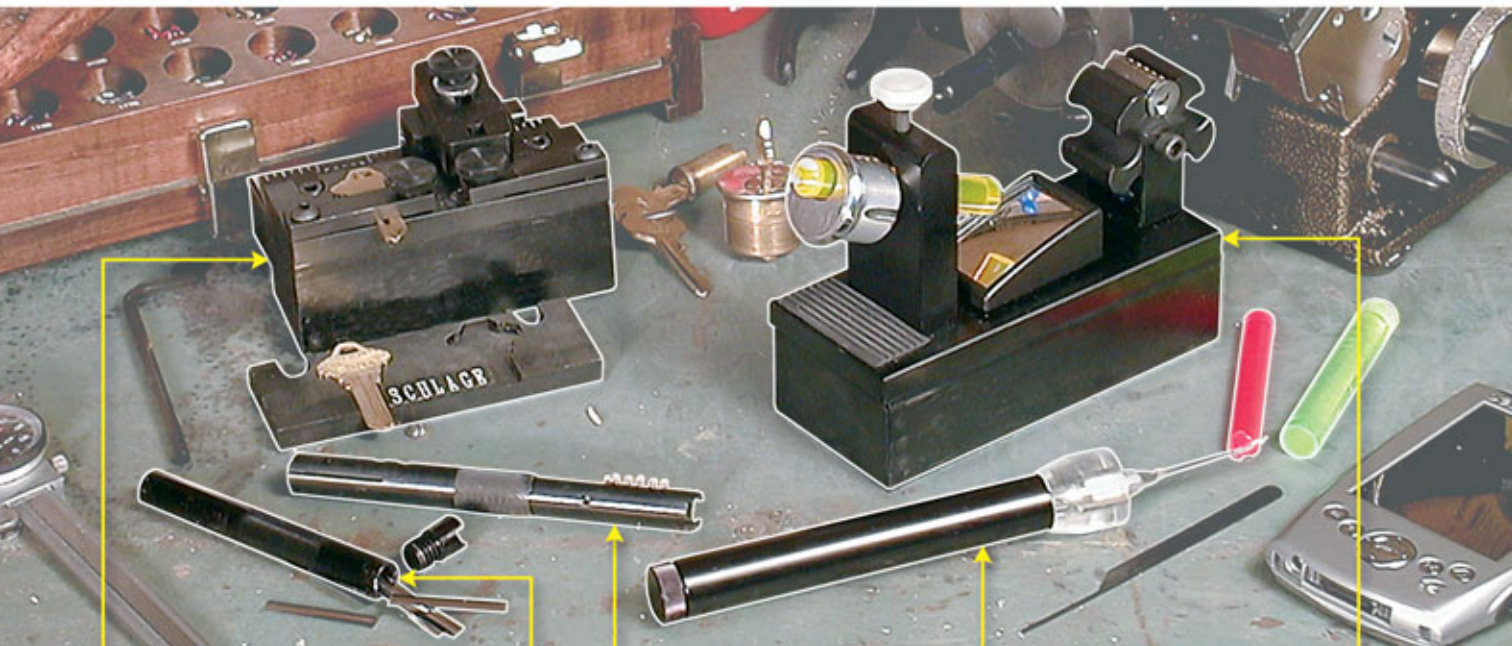
Medeco, however, plowed through the bulk of these problems and did effectively sell directly to thousands of different lock shops. Medeco's strategy, however, was not so pure as one might have thought:

- Medeco exempted New York City area distributors (you tawkin' ta me?). The main factor in this decision was the high percentage of will-call business conducted by NYC distributors. Medeco could not replicate that service level from Virginia.
- Medeco retained certain regional distributors, which it hoped would focus on end user business. We recognized that distributors play a powerful role in directly supplying end users.
- Medeco also retained American Lock & Supply (the name was evolving to American Security Distribution) as a principal "backstop" distributor. This was a term which suggested that if Medeco couldn't supply, American would be sent the order to act as a backstop. A very few other regional distributors were also expected to provide this "backstop" service.

How Did It Work?

The sales results were OK. They fell short of Medeco's goals, but did not deteriorate in such a way that it would have been clear that the policy was wrong. And all too quickly, an event came which altered Medeco's behavior in a way which further muddled the picture. Within 18 months of the implementation of Medeco's "go direct" strategy, the company was put up for sale.

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The impending sale caused Medeco management to emphasize short-term results, both to validate the “go direct” strategy and to show Medeco’s financial state as improving so as to maximize the Company’s selling price. This sales push took the form of offering long discounts to many locksmiths in the hope that lower prices would bring in more orders. It was thought that this would happen both in the locksmith’s day-to-day replacement business and in permitting locksmiths to win new jobs away from distributors who were now pushing competitive products to Medeco.

The tactic was not particularly successful. Some extra orders came in, but the per item revenues were lower. The message is worth highlighting:

High security products are not sold on price, but rather on quality, both of the products and of the sales and service package accompanying them. The end user is more interested in outstanding long-term performance of his key system than in an extra discount. Indeed, when the selling dealer focuses too much on price, he can actually reduce the end user’s confidence in the system.

Medeco was sold to ASSA ABLOY in the spring of 1998. There was a substantial changeover in the management team.

Medeco as an ASSA ABLOY Company

ASSA ABLOY was still in the early stages of building its U.S. group and the first question was whether Medeco would be operated as an independent company or combined in some way with other ASSA ABLOY companies. Generally, ASSA ABLOY has preferred to operate companies independently, and Medeco was no exception. A

secondary question was whether Medeco would be influenced by an overall ASSA ABLOY distribution strategy. Again, no. ASSA ABLOY had no “centrally dictated” distribution strategy and usually tries first to support the strategy that it inherits.

Therefore, Medeco largely retained its “go direct” strategy between 1998 and 2002. The principal motivation was first, to avoid a disruptive change which could damage our sales and second, to continue to focus on our partnerships with locksmiths, which remain at the heart of Medeco’s business. We did, however, cautiously reestablish sales to a number of distributors. We viewed their role as selling directly to industrial end users and also servicing smaller dealers who did not seek a direct relationship with Medeco. While sales grew through these distributors, it’s fair to say that the distributors were not too enthusiastic about their relationship with Medeco. They purchased at the same price as most locksmiths, so it was illogical for them to invest in promoting Medeco. A good example was America’s largest distributor, Clark Security Products. Clark did buy from Medeco, but all orders were drop shipped directly to end-users. Clark neither inventoried nor promoted Medeco.

Return to Distribution

During the early part of 2002, Medeco received a new President (who is writing this) and our management team held a number of meetings to consider whether we could and should put the toothpaste back in the tube. We favored a “conventional” distribution network (particularly in light of our status as an ASSA ABLOY Company) but were uncertain as to how aggressively to alter our policies to get there. The 2002 Security Hardware Distribution Association meetings

in Phoenix gave us a chance to meet with numerous distributors to gauge their interest in selling Medeco again, and in learning what policies they would advocate. I personally learned during some of these meetings how offended many of the distributors were with Medeco’s 1996 decision. It wasn’t just that they lost the chance to sell Medeco; Medeco’s decision challenged the validity of the two-step distribution business model and would therefore be aggressively opposed by the distribution community.

The upshot of the meetings was cautious acceptance of Medeco’s likely return to virtue. It helped that I personally knew most of the distributors from my industry background, but it helped more that Medeco is an ASSA ABLOY company.

Of course, while offering Medeco to distributors, we had our own conditions. Medeco is a powerful brand with strong demand for it and we sought distribution partners who would inventory our products, become trained on them and aggressively promote them to dealers and end users.

After the 2002 SHDA meetings, we were successful in launching several new distributors. The most prominent was Security Lock Distributors, who brought Medeco aggressively into their three branches (New England, Florida and Nevada). Our network was growing, but it was still on the thin side for the remainder of 2002. Then in early 2003, just prior to the SHDA (Jacksonville) meetings, Clark decided to stock Medeco and aggressively promote it to dealers and end users. In concert with the Jacksonville meetings, we also strengthened our position with other regional distributors such that we now feel we have an effective network of distributors to properly handle Medeco.

We believe that the main factor in Medeco's gradual re-acceptance by the distribution community is locksmiths' desire to have broad supply choices. Our philosophy is now to offer the locksmith the option of buying direct or from the distributor. And this leads me straight into the principal lesson for the whole episode:

**It's Not Either
The Locksmith or
The Distributor—
It's Both, DUMMY.**

There was an aroma in Medeco's decision to go direct that we were selecting the locksmith (Good!) over the distributor (Bad!). But this is simply wrong. Both locksmiths and distributors play positive roles in furnishing and servicing products for the end user (commercial or residential). The number of times that installing locksmiths and distributors come into business conflict are dwarfed by the mutually beneficial relationship. Locksmiths represent the largest sales channel for distributors, but distributors earn this business by providing local sales support and training, extending credit terms and aggregating products from multiple manufacturers in one shipment to each locksmith.

Here's an interesting example. During ALOA 2002, I was approached by a locksmith who complained that he'd been beaten out on a Medeco job by Safemasters. I expected him to ask why Safemasters was able to win the job and I was prepared to answer, unapologetically, that Safemasters, as an extremely large Medeco customer with national scope, merits our best discount. But this wasn't the locksmith's point. He wanted to know why we didn't sell to Clark. Clark, he related, supplies nearly all of his needs and for a large job

he could have worked with Clark on all the needed products in such a way that he could have given Safemasters a run for their money. A great example of the partnership between the locksmith and the distributor. And now we do sell to Clark. And to a great network of other distributors. So there!

Finally, let's remember who Medeco is. We are an elite product line, which constitutes an up-sell for the end user. We

are never and must never be the cheapest. We're collectively in the vital business of protecting lives and property. For our business to prosper, we need to do more than offer great products. We must offer great services, including training and prompt attention to warranty claims. We must also offer great partnerships with locksmiths and distributors. Not either. Both. **TNL**

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ASSA CONTROL

In most cases, putting a winning team on the field in the National Football League is about control—control of the line of scrimmage, controlling the ball so that the other offense can't score, and controlling emotions to avoid penalties. When the Maryland Stadium Authority began work on the Ravens Stadium in June of 1996, they learned that keeping control off the field is just as important.

ASSA, Inc., a member of the ASSA ABLOY Group, was chosen as their high-security lock supplier for the new stadium project. ASSA has earned an outstanding reputation in the high-security industry for designing and producing some of the industry's most innovative and reliable high-security lock systems. That much the Stadium Authority knew.

What turned out to be news was ASSA's ability to partner with clients on a more comprehensive level—even monitoring the hardware installation to ensure a secure facility once the work is complete.

For James Slusser, Security Manager of the Maryland Stadium Authority, the main attraction to ASSA and their products was the fact that they offered the end user such a high level of hardware protection, including strict key control guidelines.



Ravens Stadium.

"Initially, we were impressed with the built-in key control feature of the ASSA master key system," said Slusser. "It was imperative given the size of the facility that the product be one that offered the convenience of a master key system, outstanding resistance to physical attack, and strict key control for further security."

"We also liked the fact that the keyway design itself is a geographically exclusive twin locking system design. Anything we can do to add security to the system is a good move, and ASSA's locks just offered the

most outstanding set of features we could find."

In the initial phases of the project, ASSA technical representatives were on site to oversee the installation of temporary cylinders designed strictly for use during construction.

These cylinders are more generic in design than are their high-security counterparts. The cylinders are then replaced in the final stages by the full, final high-security master key system.

The advantage of installing the final lock system at the very end of the process—in most cases after all vendors and contractors have completed their work and the facility is fully under the control of its owners—is that it minimizes the opportunity for stolen or lost keys to cause a security weakness in the final system.

Ravens Stadium is a large place, and that means a lot of locks. It was important to the Authority that the lock system be one that could stand up to the elements of a partially exposed facility. The locks also had to be reliable enough to not need constant attention. With more

than 2,000 locks in the stadium, the Authority locksmith staff didn't want to go around fixing or replacing locks on a regular basis.

"The locks are designed with fewer parts to break or wear out," said Slusser. "It seems like a minor point, but with this many locks, nothing is minor."

The project at Ravens Stadium is a good example of the fact that even with the most advanced master key system in the world, security vulnerabilities can arise that are not related to a weakness in the system itself.

"ASSA's technical support has been nothing short of outstanding. Whenever we had questions or concerns, their staff was genuinely interested in our needs and worked to address them," said Slusser.

"In fact, when we were faced with a situation that compromised

the system's security, ASSA immediately sent a team of Certified ASSA Locksmiths to come and re-key the entire subsystem. At several hundred cylinders, it wasn't a small job, but it went as smoothly as anyone could have asked."

Many of the locks used throughout the stadium are fully interchangeable, a request made by the Authority to help reduce the level of on-site inventory that would need to be maintained. This also means that should there be a problem with an existing lock, it would be easier to find a suitable replacement since a large portion of the system is made up of interchangeable-style locks.

The stadium construction was complete, and the new Baltimore landmark hosted its first football game on September 6, 1998. It was the first NFL game in Baltimore since the city's previous league franchise, the Colts, left town in 1984.

Since the project's completion, the Authority has continued to be impressed with the quality of ASSA's products and service.

"They're just easy to work with," said Slusser. "They've got good products. They've accomplished pretty much everything we've asked of them. That says quite a bit considering the size of the project."

Today, Ravens Stadium is home to hundreds of thousands of visitors per year. But so far, there has yet to be a major security breach of the ASSA system.

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Mazda

IMMOBILIZERS



by
Michael Hyde

In 1998 Mazda introduced their version of an Immobilizer system. It was used on the 626 in 1998 and then expanded to the MPV van and the Miata sports car starting in 2000. This system is unique to Mazda and is completely different than the Ford style system used on the Tribute and B-Series pick-ups.

There is a specific procedure needed for on-board programming and it can be time consuming to perform. To program in keys you will need the serial number off the Immobilizer control box mounted near the right side of the steering column in most cases. The dealer can provide the "CodeWord" (code number) which is needed to program a new transponder key.

Immobilizer
programming
for the . . .

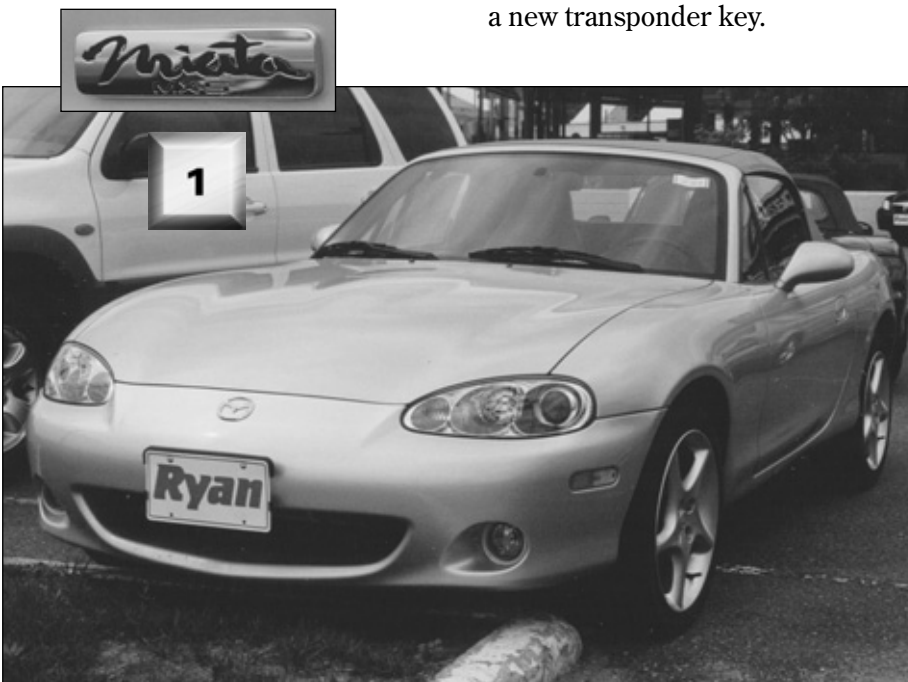
Miata

626

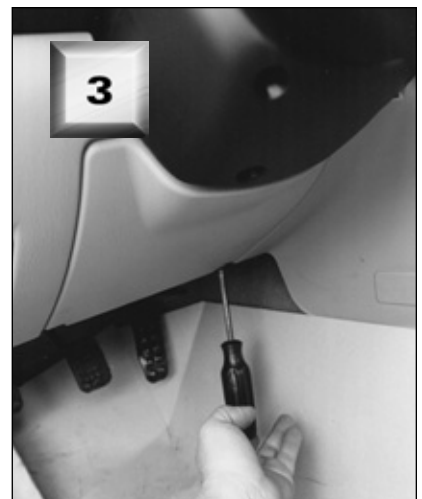
MPV



The Immobilizer control box is located on the right side of the steering column behind the lower trim panel.



Pictured here is the new Miata. As with all Mazda's the Immobilizer control box is easy to get to.



Remove the 2 lower trim screws and then the lower dash trim panel can be moved out of the way.

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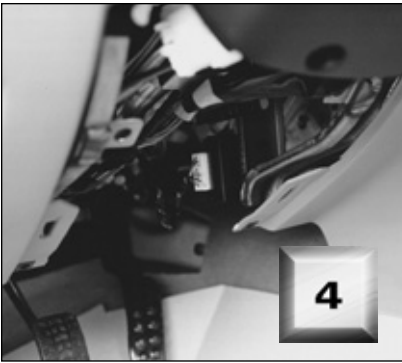
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The Immobilizer control box is in easy reach once the trim is removed. The Immobilizer control box label will be opposite of your direction.



The control box is mounted on a slide bracket. Slide off the box.



Here is the Immobilizer control box. The box is made by the world famous Lucas Electronics Company. The serial number is located on the lower half of the label. This particular number is "6014665283". You must contact the Mazda dealer to have the serial number converted to the "CodeWord" (code number). In this case the "CodeWord" for this box is "61766866". The serial number is always 10 numbers and the CodeWord is always 8 numbers.



The Immobilizer control box is located on the right side of the steering column behind the lower trim panel.



The top section of the trim panel below the steering column should snap apart from the dash.



Pictured here is the new MPV. As with all Mazda's the Immobilizer control box is easy to get to.



The lower section of the trim panel is hinged and is easily removed.



There are several small black boxes under the dash, make sure you get the one with the blue and white label.



The Mazda 626 is similar with the other Mazda models using this unique system. For this car we picked a 2001 model year. This car is real popular with some of the rental car agencies.



Usually only the V6 engine models have the transponder system.

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14

You can tell by looking at the ignition lock cylinder. If the writing on the lock housing such as: **LOCK, ACC, ON & START** are molded into the plastic face than the vehicle has an active transponder system. If the writing is molded a metal face of the lock than there is no active transponder system.



17

The trim panel can now be unsnapped from the top.



18

Once the panel is unsnapped it can be lowered to reveal the **Lucas Immobilizer Control box**.



15

There are 2 fasteners at the bottom of the trim panel, below the steering column that must be removed.



16

The next step is to open the side panel and remove the 2 Phillips head screws that secure the side of the lower trim panel.



19

A close-up view of the 626 Immobilizer.



It is important to make note of the fact that when you are programming keys into the 626, Miata & MPV that you use a dealer only key and have the right one since there are 2 different types depending on the model year. The two different keys look identical on the outside, what's different is the chip inside. 1998 & 1999 models use the Mazda part number GE4T-76-2GX. 2000 and up models use Mazda part number BJYV-76-2GX. The aftermarket keys made by Ilco & Jet will not work for on-board programming and are only for cloning 1998 & 1999 models.

Transponder Key Programming #1:


Use this procedure when there are no keys, or only 1 pre-programmed key and you need to program more keys. You must have at least two keys to perform this procedure. If there are no pre-programmed keys, you will have to provide two new keys. If there is only one pre-programmed key, you will have to provide at least one more. You must also use a factory key to program. You cannot use aftermarket keys for this procedure. (Not Jet, Ilco, Silca, or Curtis.)

- 1.** Cut the mechanical cuts on each new transponder key.
- 2.** Insert the first key and turn the ignition to the ON position and then back to the LOCK position, five times. You cannot leave the key in the ON or LOCK position for more than one second.
- 3.** Turn the key back to the ON position and watch the flashing security light on the dash. The

light should flash rapidly, 300 milliseconds on and 300 milliseconds off.

- 4.** Within 20 seconds, turn the key to the LOCK position for 5 minutes. After 5 minutes the security light should decrease in flashing to 1.2 seconds between flashes.
- 5.** Within 20 seconds, enter the CodeWord (password). (See "How to enter the CodeWord.")
- 6.** When you have entered the CodeWord, the security light should stay on and not flash.
- 7.** The car should now start. Start the car and the security light should stay lit for between 1 to 2 seconds.
- 8.** Within 20 seconds, remove the first key and insert the second key and start the car. The security light should stay lit for between 1 to 2 seconds.
- 9.** Stop if you have no more keys to program.
- 10.** You must wait 30 seconds to

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end the program mode.

Transponder Key Programming #2:

Use this procedure when there are two or more pre-programmed keys:

- 1.** Cut the mechanical cuts on each new transponder key.
- 2.** Insert the first pre-programmed key and turn the ignition to the ON position and then back to the LOCK position, five times. You cannot leave the key in the ON or LOCK position for more than one second.
- 3.** Turn the first pre-programmed key back to the ON position, the security light should stay illuminated.
- 4.** Turn the first pre-programmed key back to the LOCK position. The security light should not be illuminated.
- 5.** Insert the second pre-programmed key and start the car. The security light should illuminate for 1 to 2 seconds. Turn the key to the LOCK position and remove.
- 6.** Insert the first pre-programmed key and start the car. The security light should illuminate for 1 to 2 seconds. Turn the key to the LOCK position and remove.
- 7.** Insert the next pre-programmed key or a new un-programmed key and start the car. The security light should illuminate for 1 to 2 seconds. Turn the key to the LOCK position and remove. Repeat the step for any additional keys, not to exceed 8 keys.
- 8.** You must wait 30 seconds to end the program mode.

The dealer or the locksmith, with an exception can do programming of replacement factory keys. You must write down the serial number of the Immobilizer unit and obtain a "CodeWord" (password) from Mazda's National Hotline. This is done

through the dealer.

Warning: *Do not use this procedure until you have started the process above.*

How to Enter the CodeWord (password):

The CodeWord can be obtained by retrieving the serial number off the Immobilizer Unit and contacting the Mazda National Hotline through the dealer. The CodeWord has eight numbers.

- 1.** Before you start, the security light on the dash should be flashing on and off for 1.2 seconds each.
- 2.** For this purpose let's say the CodeWord is "23234223".
- 3.** Turn the ignition key to the ON position while the security light is not illuminated. Count the illumination flashes two times and while the light is not illuminated turn the key to the LOCK position.
- 4.** Within 30 seconds of turning the key to the LOCK position, turn the ignition key to the ON position while the security light is not illuminated. Count the illumination flashes three times and while the light is not illuminated turn the key to the LOCK position.
- 5.** Within 30 seconds of turning the key to the LOCK position, turn the ignition key to the ON position while the security light is not illuminated. Count the illumination flashes two times and while the light is not illuminated turn the key to the LOCK position.
- 6.** Within 30 seconds of turning the key to the LOCK position, turn the ignition key to the ON position while the security light is not illuminated. Count the illumination flashes three times and while the light is not illuminated turn the key to the LOCK position.
- 7.** Within 30 seconds of turning

the key to the LOCK position, turn the ignition key to the ON position while the security light is not illuminated. Count the illumination flashes four times and while the light is not illuminated turn the key to the LOCK position.

- 8.** Within 30 seconds of turning the key to the LOCK position, turn the ignition key to the ON position while the security light is not illuminated. Count the illumination flashes two times and while the light is not illuminated turn the key to the LOCK position.
- 9.** Within 30 seconds of turning the key to the LOCK position, turn the ignition key to the ON position while the security light is not illuminated. Count the illumination flashes two times and while the light is not illuminated turn the key to the LOCK position.
- 10.** Within 30 seconds of turning the key to the LOCK position, turn the ignition key to the ON position while the security light is not illuminated. Count the illumination flashes three times and while the light is not illuminated turn the key to the LOCK position.
- 11.** If you have entered the CodeWord correctly, the security light will stop flashing and stay illuminated. If you make a mistake just wait 45 seconds and start over.

Important Notes:

- The ignition key should not be turned ON twice within one non-illumination cycle.
- The ignition key should not be turned ON during an illumination cycle.
- The ignition key should not be turned to LOCK twice within one non-illumination cycle.

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CODE CUTTING MACHINES

HPC Introduces the Switch Blitz™

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From its introduction more than 25 years ago as the 1200CM, HPC's Blitz™ machine revolutionized the locksmith industry. Never before had it been so easy to cut keys by code. No more fumbling around with time-consuming depth keys. No more confusing micrometer measurements and complicated machine set-up. The key to this revolution was translating the lock manufacturers' depth and space measurements to easy to use code cards.

Simply insert the code card for the lock you are using, set the space needle to the number 1 mark on the card, and set the depth needle to the appropriate depth number for the cut required. Next, move the space needle to the second space, and move the depth needle to the appropriate number for this cut. Continue this simple procedure to cut a new key (to the manufacturer's exact specifications) in less than 1 minute. The innovative design of the Blitz Machine earned it 3 U.S. Patents. It became the best selling code machine, the standard of the industry, the machine that everyone wanted.

After a quarter of a century, the Blitz™ machine is an integral part of virtually every lock-

smith business. In addition to cutting by code, every locksmith has to duplicate keys, and has 1 or more duplicators. Often the machine of choice is the HPC Trace-A-Key® semi-automatic duplicator, judged to be one of the fastest and most accurate duplicators on the market. The most common request, especially among mobile locksmiths, was to reduce the amount of space required to have both a code machine and a duplicator. This inspired the

research and development team at HPC to combine the code machine with the semi-automatic duplicator; and in July 2003 HPC introduced the Switch Blitz™. (See photograph 1.)

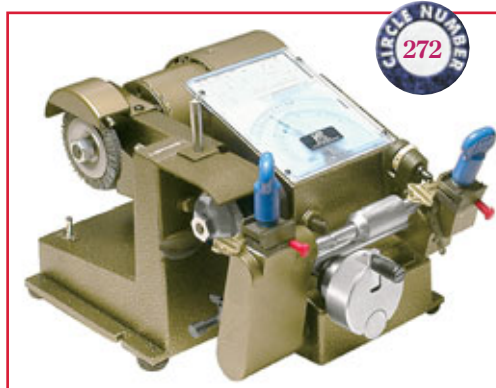
Now in the bench space of one machine you have two top-quality key machines. The design and engineering makes the switch from code cutting to duplicating as simple as 1, 2, 3.

Slide the code bearing sleeve to the right.

Push in the locking pin to hold the depth crank in place.

Flip the depth crank toggle handle down to engage the spring-loaded duplicating plunger.

To duplicate a key, load the original key in the right side jaw and a key blank in the left side. Both jaws are equipped with tip gauges and integral shoulder gauges to properly align the keys. Use the space crank to move the keys laterally along the tracer and cutter, cutting the key blank from tip to bow. Then turn the space crank back to make



1. The HPC Switch Blitz™.



2. Switch Blitz™ in key duplication mode.



3. Switch Blitz™ in code cutting mode.

a clean-up pass on the key and return the carriage to its home position. Use the Softie™ de-burring brush to finish the new key. The machine is then ready to load a new blank to cut another key.

(See photograph 2.)

To switch back to code cutting, just reverse steps 1, 2, and 3 from above. No tools are needed and no adjustments are required to the machine to switch from code cutting to duplicating, and back again.

(See photograph 3.)

The new Switch Blitz™ is equipped with the latest features. It comes with the unique Quick Nut on the cutter shaft that allows for changing cutters without using any tools. Simply hold on to the belt with one hand and turn the Quick Nut with the other hand to loosen and tighten the nut. Hand tightening the nut is more than sufficient to secure the cutter on the machine.

The left-hand jaw is furnished with the new Easy Flip Shoulder Gauge handle. This new handle makes it easy to raise and lower the shoulder gauge. It also has HPC's special safety switch on the shoulder gauge, which prevents the machine from powering on if the shoulder gauge is not all the way in the down position. The safety switch will also turn the motor off if the shoulder gauge is moved up while the motor is running.

The motor on the Switch Blitz™ is a custom-designed, high performance model that provides ample torque for cutting. It is available in 120VAC and 240VAC for use in lock shops around the world, in 12VDC for use in vans and trucks, or in the combination 120VAC/12VDC when you want to use it in both your shop and vehicle.

The Switch Blitz™ is supplied with 3 cutters:

- The CW-14MC is a code cutter for use on many commercial and residential keys, such as Schlage, Kwikset, Arrow, and Yale. It can also be used for duplicating.
- The CW-1011 is a code cutter for use on most car and motorcycle keys, as well as on small furniture and switch lock key, such as Chicago, Hudson, and

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National. It can also be used for duplicating.

- The new CW-6010 is a double-angle cutter designed specifically for duplicating on the Switch Blitz™. While the standard designated code cutters can be used for most duplicating, the CW-6010 is best for high volume duplication.

The Switch Blitz™ is supplied with an expanded deck of 150 code cards, including all the cards for the latest cars. Additional code cards and adapters are available separately with which various specialty keys can be cut by code, such as standard 7-pin tubular keys, 6- and 8-space Tibbe keys (used on some Ford and Jaguar cars), Medeco keys, and safe deposit box keys.

As an added bonus, when you register your purchase of the new Switch Blitz™, you will receive a free thank-you gift.

You can choose to receive 1 of the following:

- Cutter for cutting Medeco keys by code.
- Calibration Kit for easy calibration of the code-cutting part of the machine.
- CodeSource-Lite & Interactive Depth & Spacing Guide, the 2 CD-ROM set of complete code data and key cutting information.

While the striking gold color of the Switch Blitz™ grabbed the attention of passers by at the 2003 ALOA show, it was the innovative concept and its simple operation that sold them on the machine. Some locksmiths were drawn to the space saving aspect, others knew this was the perfect first machine, and still others felt that they just had to have this latest innovation in key machines!

The Switch Blitz™ is two

world-class key machines in one.

The Suggested Dealer Price for the standard 120VAC model (#1233CMSB) is US\$2880.00. For more information on the Switch Blitz™, please contact an Authorized HPC distributor or visit the web site www.hpc-world.com.

Framon Manufacturing's New Code Machine

Framon's newest machine uses digital readouts for both space and depth. The new machine is expected to be available this month. A digital readout on both the depth and spacing settings are accurate to .0005" (one-half thousandth of an inch).

The new machine, unnamed as of yet, is based on the Framon #2 code machine, utilizing straight in feed, a tilting spindle for Medeco & Emhart keys, and high accuracy in both depth and space. For overseas users, the readouts can be switched to metric mode with the push of a button.



The machine will be packed with Framon's newest Depth & Space Manual. Other accessories will be announced at a later date.

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Intralock's New ITL950C Code Sets

Intralock Tools has added to the 950C internal memory 350 additional code sets for filing cabinets, drawer locks and motorcycles. The flash card memory in the 950C is capable of holding all



codes that have ever been used. The only limitation is our ability to find, verify and enter additional code sets. All domestic car codes that we know of are now in our code machine.

Intralock is fortunate to have a broad base of users that help with corrections to the present code database and provide new sets of codes. Intralock is presently working on a foreign

car database and plan to add these codes before the year-end.

The process of entering codes and cutting keys is simple and fast. You simply:

Enter the code.

2. Select the correct series.

3. Insert the key blank.

4. Cut the key.

There are no books to search through, no cards to find and no external computer to hook up or use. Intralock Tools has designed the ITL950C with the mobile locksmith in mind, so it comes with the ability to hook up with your Van's 12 Volt supply as a standard feature.

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Morning Industry's *Push-Button* Lock

PART 1



by
Sal Dulcamaro,
CML

Every so often, I have customers request push-button (or keyless) entry locks for their homes or businesses. Many times it relates to

their tendency to lock themselves out, while in other cases it is just the desire not to have to carry a key to get into the building. Even though electronic push-button locks tend to be more versatile, the lack of special maintenance (no batteries to change) makes this type of lock very desirable to certain customers. Push-button mechanical locks are available from a variety of companies in a number of different forms. While the general look of the push-buttons on the lock may be similar, the mechanical operation internally is often different.

While security is relative from one lock to the next, absolute security will not be found in any lock regardless of the cost. There will always be some tradeoffs. Push-button (keyless) locks are generally convenient and inherently less secure than keyed locks. The primary vulnerability is that the “key” is contained within the user’s memory. A com-

bination is remembered rather than kept in one’s pocket. If the combination is casually (or intentionally) observed; an unauthorized person can obtain the combination without necessarily alerting any authorized users that security is breached.

Certain electronic combination locks have multiple user codes, time zones and audit capability. While the lock won’t know what person is entering the combination (any more than a

mechanical push-button lock), it will restrict entry outside of a time zone and it will record the entry transaction. While still flawed, it is generally a step up in security compared to mechanical keyless systems. From a security standpoint, I will generally suggest electronic over mechanical. When I believe the customer understands all the shortcomings and pitfalls, I will install the lock that the customer requests.

One company that makes mechanical push-button locks is Morning Industry, Inc. They also make electronic locks (push-button and remote control), but I will cover those in a future article. The lock I reviewed for this article is one version push-button entry lock that is made by Morning Industry. (*See photograph 1.*) Morning actually makes a few different versions of this type lock, but there are many servicing similarities between them. The same lock in separate pieces (*see photograph 2*) has a few extra parts beyond those described on the “Contents” page. (*See photograph 3.*) Those extra parts are fastener components that aren’t really described in the assembly instructions, which could use a few more details. The lock is fairly simple in design and it isn’t that hard to



Photograph 1.



Photograph 2.

Continued on page 44



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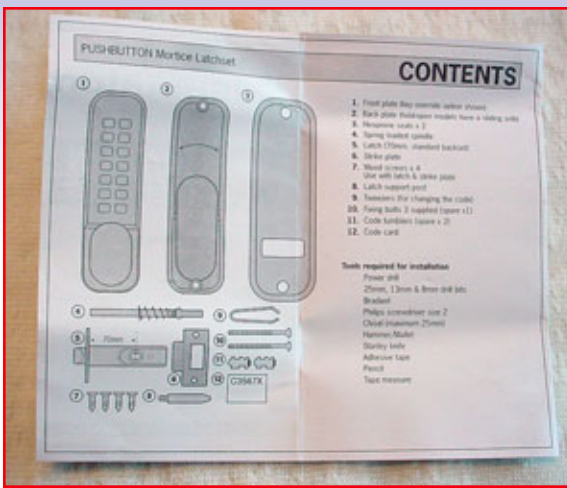
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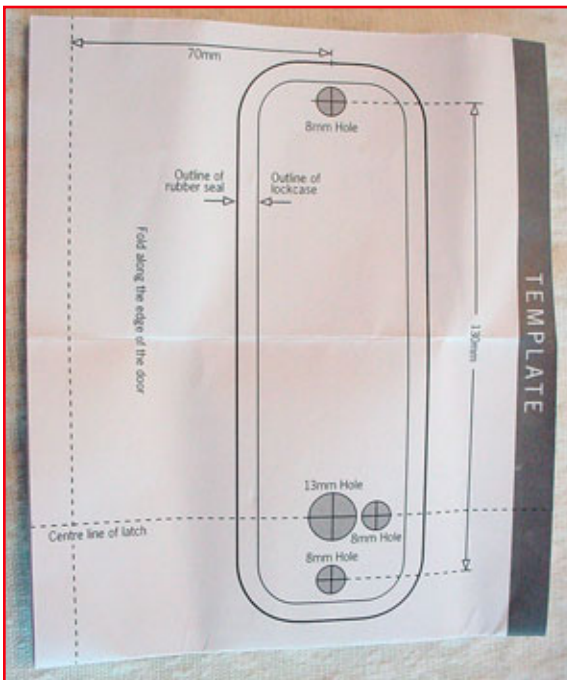
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Photograph 3.



Photograph 4.

figure where things should go, but it might be smart to look everything over ahead of time before proceeding to your customer's location.

On the instruction sheet is a paper template that needs to be cut loose to use on the door. (See [photograph 4.](#)) All the dimensions are in metric, although certain dimensions that aren't printed on the page ought to be. If you use the paper template rather than measuring and transposing dimensions onto the door surfaces, you will base its position on the centerline of the edge bore (latch) hole. If you are installing

from scratch on an unprepped door, you are supposed to drill four relatively small holes, one 13 mm hole and three 8 mm holes. The backset for the latch is identified as 70 mm, which roughly translates into 2-3/4 inches. You can use the template if you want, but it might be easier to measure and mark the door for your installation. Since the lock body ought to cover the mounting holes by a considerable margin, the conversion from metric to inches need not be a perfect match. Slightly oversized holes should not be apparent with the lock installed.

I've decided to provide a few basic metric conversions for those of you who deal strictly in inch measurements. If you already have metric measuring devices, than this information should be unnecessary for you. Beside the hole location dimensions, the actual hole sizes are also given in

metric measurements. If you don't have metric drill bits, you will need to find a reasonable inch equivalent size. Just for your own future use, the generally recommended conversion rate is 25.4 mm (millimeters) to one inch. Since the basis of metric measurements is using base 10 numbering, that same inch equals 2.54 cm (centimeters) by shifting your decimal point. If you take a metric measurement in millimeters and divide it by 25.4, you should get the approximate inch equivalent. A 70 mm backset translates into 2.756 inches, or roughly 2-3/4 inches.

A 60 mm backset would equal 2.362 inches or about 2-3/8 inches (3/8 equals .375). The paper template indicates the spacing between the top and bottom mounting screw holes. It is listed as 130 mm, which equals 5.118 inches or nearly 5-1/8 inches (1/8 equals .125).

Neither of the mounting screw hole locations is referenced to the centerline of the edge bore hole. I made a rough measurement and approximated the top mounting screw hole as roughly 112.5 mm (or nearly 4-7/16 inches) from the latch (or edge bore) center line hole. The lower mounting screw hole location measures about 17.5 mm from the edge bore center. That is approximately 11/16 inch. The (2) mounting screw holes and the latch support post hole are all 8 mm. That translates to .315 inch or roughly 5/16 inch (5/16 equals .3125). The hole size indicated for the spring loaded spindle is 13 mm. That converts to .512 inch or just a hair larger than 1/2 inch. As indicated earlier, the lock body should conceal all holes by considerable distance, so using a slightly larger drill size than the metric measurement shouldn't matter.

Installation requirements will vary slightly between a new install in an unprepped door and a retrofit with existing holes, but I will go into more detail about lock assembly later on. First, I will explain the basic mechanics of this style push-button mechanical lock and how it is serviced.

Inside the Lock Mechanism

This push-button lock has two rows of seven buttons arranged vertically on the face of the lockset. (See [photograph 5.](#)) It happens to have a mechanical key override (or bypass), but I will explain the servicing procedure for the keyed cylinder later. The

buttons are numbered 1 to 0 and also include the letters X, Y, Z and C. Unlike many types of combination locks, there is not a standard default factory code that needs to be changed before installing the lock. You can change the initial combination for your customer if requested, but they don't have to be concerned that somebody will be able to try a standard factory code and open the lock.

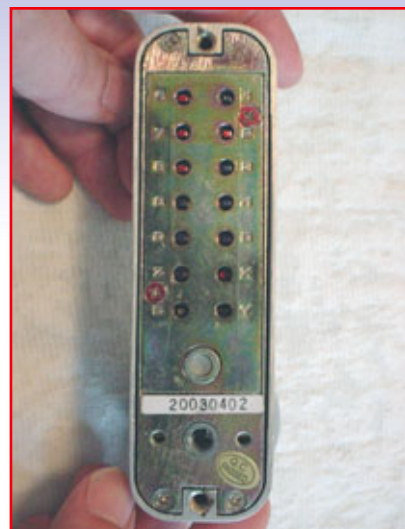
The lock comes with a card indicating its own unique factory



Photograph 5.

set code. The card is to the right of the lock and indicates the following code: C2678X. Beside the numeric digits, the letters X, Y and Z can be part of the actual unlock code. The letter "C" only represents "clear" to clear any push-buttons that may have been the result of someone playing with the lock. Unlike some types of push-button locks, the specific sequence of pushing the buttons does not matter. Pushing a wrong button or failing to push a correct button, however, will keep the lock from opening. That is why the "C" is listed to start the code of any of these type locks. That first step is to clear any previously pushed buttons, so that only the buttons you push will be entered as the opening code.

Resetting the combination is a fairly simple task. If you wish to change the lock's combination and the lock is already installed, you will need to remove the lock from the door first. If it hasn't



Photograph 6.

been installed yet, the mechanism should be easily accessible. In order to change the lock's combination, you must access the backside of the outside lock mechanism. (See photograph 6.) You will see a series of 14 holes that coincide with the 14 push-buttons on the face of the lock. The holes are labeled, just as the buttons in the front are labeled.

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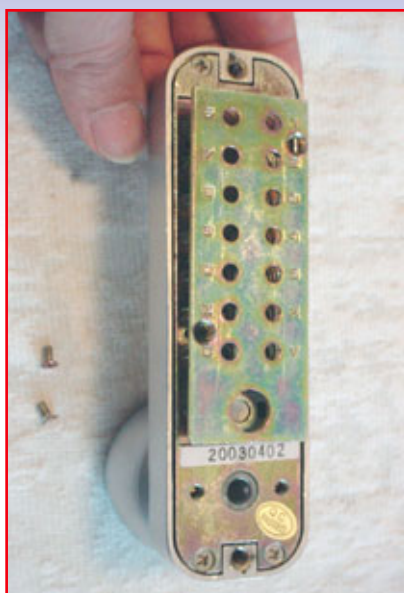
A photograph showing the components of the Detex delayed egress package. In the foreground is a large, black, T-shaped handle with a red label that reads "PUSH TO OPEN - ALARM WILL SOUND". Behind it is a silver, rectangular electromagnetic lock. In the background, a door is shown with a clock face and an "EXIT" sign. A smaller version of the handle is mounted on the door.

Even though the printed factory set code indicates a six-digit code, an unmodified factory code really only requires pushing five buttons to unlock the lock. Technically, if nobody had pushed any buttons prior to an opening attempt, pushing the “C” button could be omitted.

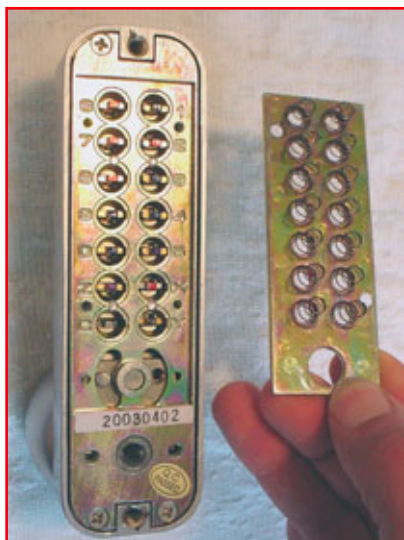
If you look through the holes, you will see the painted tips of the code tumblers. You should see five red tipped tumblers, eight blue tipped tumblers and one unpainted in the “C” or “clear” position. If you forgot the lock’s opening code, all you would need to do is look in the back and see which holes have red tipped tumblers. Positions with red tipped tumblers are pushed and positions with blue tipped tumblers should not be pushed. If you want to change the combination, all you have to do is rearrange the positions of the red and blue tumblers.

To change the combination, you must first remove the two red screws that hold the tumbler cover plate in place. (See *photograph 7.*) If you lift off the cover carefully, you will likely keep all the tumbler return springs in place on the inside surface of the plate. (See *photograph 8.*) If any return springs come loose, you can press them back into place in the circular recesses on the plate. The purpose of the springs is to reset the code tumblers when the “C” button is pushed.

A close-up view (see *photograph 9*) shows one of the red tipped code tumblers (in position 2) being removed with a small set of tweezers included with the lock. In this limited view, red tips can be seen on the code tumblers in positions 2, 6, 7 and 8. The remaining code tumblers showing have blue tips. With the red tipped tumbler removed an empty slot can be seen in position 2. (See *photograph 10.*) The slot is designed



Photograph 7.



Photograph 8.



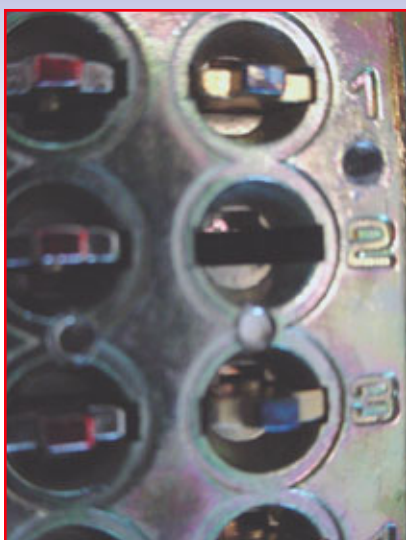
Photograph 9.

to keep a code tumbler from being inserted the wrong way.

A raised spot on the code tumblers will prevent insertion with the wrong side up. (See *photograph 11.*) As long as the colored tip is facing you while inserting the tumblers, you should not be able to put them in the wrong direction. Both styles of code tumblers are shown. Although the colored tips can’t be seen from this view, a blue tipped tumbler is on the left and red tipped on the right. The painted tips are flat and are closer to the raised spots on the surface of the tumblers. They are on top in this view. The rounded tips of the code tumblers are on the bottom and that side is inserted first when loading tumblers in their slots. The push-buttons interact with that side of the tumblers. There is a squared off notch visible on the left side of both tumblers shown. When in the lock, those notches will always face away from the middle of the lock body.

For the lock to open, all the notches in every tumbler position must be aligned. For blue tipped tumblers, the notch is in back without being pushed in. They are already in the unlocked position as long as they weren’t pushed. The notch is toward the front for red tipped tumblers. For those notches to be aligned with the un-pushed blue tipped tumblers, the push-buttons for those positions must be pushed. Although the code card seems to indicate a sequence of buttons to push, once any previously pushed buttons have been cleared, the digits of the opening code can be pushed in any sequence.

It is recommended that you keep the “C” (clear) button pushed in while removing code tumblers with the tweezers, or repositioning them in different slots. Pushing or pulling against undue pressure on the tumblers



Photograph 10.

(when not pushing "C") could potentially cause some damage to the mechanism. All factory set codes are C plus five digits. By rearranging tumblers that are already in the lock, it is possible to set it to any other C plus five-digit code. Make sure that the flat painted tips of the code tumblers face you when you are load-



Photograph 11.

ing them into the slots, and then the squared slots on the sides of the code tumblers will not be pointed in the wrong direction.

A spare red and a spare blue tipped code tumbler are included with the lock parts. That gives you the ability to switch one of the installed blue tip tumblers with a red one and create a C plus six digit code, or switch one of the installed red tip tumblers with a blue one to create a C plus four digit code. With the parts included in the lock package, you are limited to setting your lock to C plus four, C plus 5 or C plus 6 digits. To alter the code range beyond that,



Photograph 12.

you will need additional red or blue tipped code tumblers. If you happen to have extra spare red or blue tipped tumblers you can increase or decrease the number of digits in your code as you see fit. Adding additional red tipped tumblers will increase the number of digits in the opening code,

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Photograph 13.

while adding more blue tipped code tumblers will decrease the number of digits in the code.

The number of digits you choose will affect the total number of possible different codes, so choose thoughtfully. Following is the number of different codes possible with the various digit choices. C plus 1= 13, C plus 2= 78, C plus 3= 286, C plus 4= 715, C plus 5= 1287, C plus 6= 1716, C plus 7= 1716, C plus 8= 1287, C plus 9= 715, C plus 10= 286, C plus 11= 78, C plus 12= 13 and C plus 13= 1.

The number of possible codes listed for each digit setting will give you a rough idea of how many combinations that someone who is just code guessing might have to overcome. There is obviously a wide variety of different possibilities depending on the number of digits in the code. Code guessing is a vulnerability for all push-button locks, with some more vulnerable than others. This and other brands of this type mechanical push-button lock are also vulnerable to manipulation by someone with the knowledge and skill. It is important to remember that the convenience of this lock may be outweighed by security concerns of your customer. As long as your customer is aware of the lock's limitations, it can alleviate the need for carrying a key or minimize the likelihood of being locked out.

Lock Handling

Although I didn't notice a reference to the fact in the instructions,



Photograph 14.



Photograph 16.

the lock is right handed. The handing of the door where the lock will be installed will affect a number of settings on various parts of this lock. One place will be just below the group of code tumblers. (See photograph 12.) A close-up view shows the pin removed from the hole at the left. (See photograph 13.) For a right hand setting, the pin would be in the left side hole. To switch it to a left hand setting, move the pin to the right side hole. In right hand mode, the outside knob will turn to the left (counter-clockwise) without entering the code but will turn to the right (clockwise) only after entering the proper opening code. Reversing the pin will reverse the direction that requires



Photograph 15.

the opening code to turn. If you are not changing the code, but have to change the lock handing, you will still need to remove the back plate to shift the pin.

On the back of the inside handle I am pointing to a blue painted screw (with the screw driver tip) that is fastened in a hole on the left. (See photograph 14.) This is the initial position for a right hand setting. Shifting the screw to the threaded hole on the right will switch it to left hand. Looking at the same inside handle from its normal outside view shows an unusual style lever handle. (See photograph 15.) When in the unturned and neutral position, the lever is pointing up instead of sideways. A slide button can be seen that is used to hold the handle in the open position. In the right hand setting, the lever will only turn to the left. (See photograph 16.) In the fully retracted position, the slide button locks the handle in place.

Next month we conclude covering the lock assembly, key override option and retrofit installations.

For more information, contact: Morning Industry Inc., P.O. Box 2288, Walnut, CA 91788. Telephone: 909/869-0552 or 626-369-0370. FAX: 626-369-0366. Online at: www.morningindustry.com. Circle 276 on Rapid Reply. 

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LA GARD Mix & Match

by Ken Dunckel & Tasha Birdwell

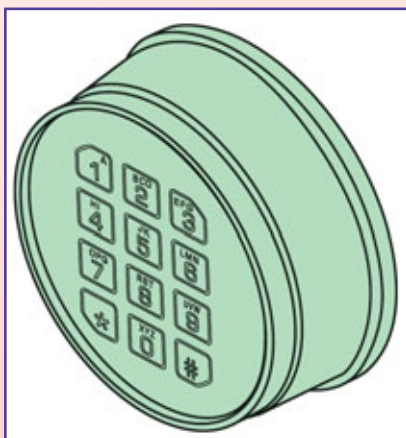
It used to be, back in the early days, LA GARD products were branded by product name i.e., LGBASIC, SAFEGARD, COMBOGARD, etc. When you ordered product, for example a SAFEGARD, you would receive a Round Entry (P/N 3000, *see illustration 1.*) and a Dual-Handed Swingbolt Lock (P/N 3260, *see illustration 2.*). By branding products with names such as these, LA GARD has successfully promoted awareness and familiarity with its product line.

All of us know who LA GARD is, so now it's time to let the creative juices flow and make their

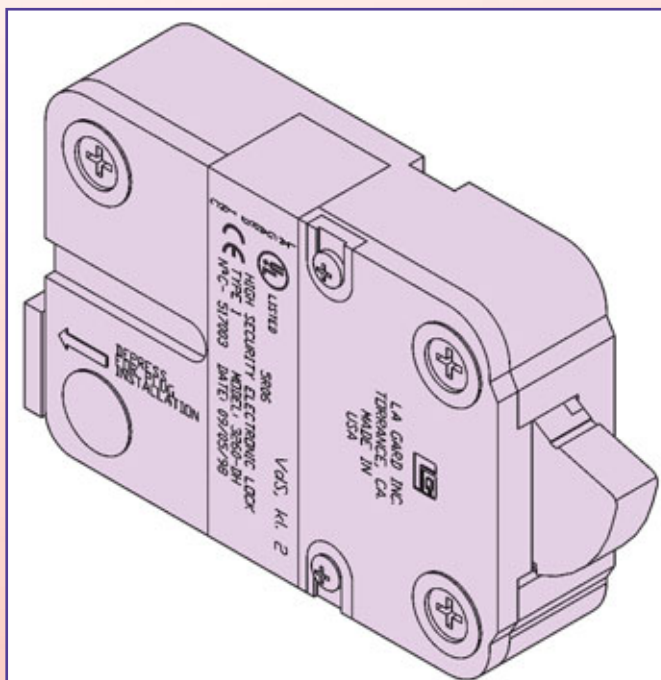
product line work for you. LA GARD has always prided itself on "Endless Possibilities", and by mixing and matching LA GARD input pads and locks, you can solve most any retrofit need you might be asked to remedy for your customers, or resolve any issues you might unexpectedly run into out in the field.

First lets briefly review a few of your opportunities for mixing and matching LA GARD products. An excellent example would be the patented Dual-Handed

Swingbolt lock, which is available with two software versions, the LGBASIC and the SAFEGARD. The standard features available with the LGBASIC (P/N 3765-2) include; one manager (ability to add/remove/enable and disable user), one user, wrong try penalty, low battery warning and audio/visual signal. The SAFEGARD version (P/N 3260) includes one manager (ability to add/remove/enable/disable user), one user, time delay, time delay override, dual code and silent signal alarm (Battery Alarm Box required and sold separately). The keypads available for use with either of these two

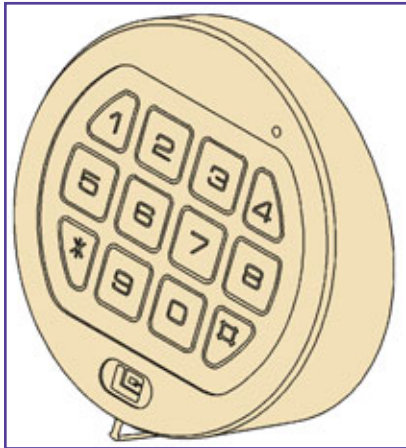


1. A 3000 round entry.



2. A dual-handed swingbolt lock.

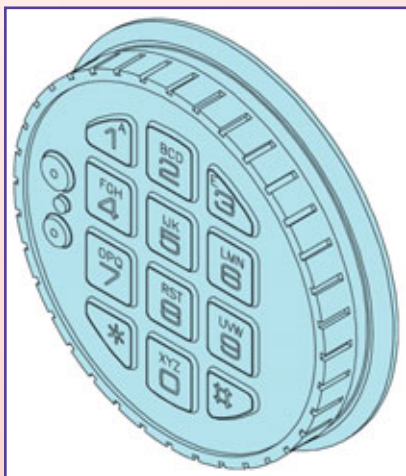
locks include the 3710 Angular Round Entry (see illustration 3), the 3000 Round Entry, and the new 3900 LGACCESS Handle. (See illustration 4.)



3. The 3710 angular round entry.



4. 3900 LGACCESS handle.



5. The 3035 COMBOGARD round entry.

If your installation or retrofit requires a Knob Lock or Springbolt Lock, LA GARD offers options for mixing and matching utilizing those products as well. The Knob Lock and Springbolt Lock come in the same two software versions previously mentioned, the LGCOMBO (P/N 3740-2 for the Knob Lock and P/N 3734-2 for the Springbolt) and the COMBOGARD (P/N 3040-DB for the Knob Lock and P/N 3034-SB for the Springbolt). The LGCOMBO utilizes the same software as the LGBASIC and the COMBOGARD utilizes the same software as the SAFE-GARD. The available choices you have for input devices that can be used with the 3740-2, 3734-2, 3040-DB or 3034-SB are, LA GARD's 3750 LGCOMBO Round Entry or the 3035 COMBOGARD Round Entry. (See illustration 5.)

Now that you have some background information, it's time to put some thought into how you can best utilize these possibilities. What if, for example, your customer prefers the appearance of an Angular Entry (P/N 3710) unit, yet needs one of the programmable features that isn't available with the LGBASIC software? Easily solved, LA GARD has made things simple and flexible, the Angular Entry works just as well with the 3260 as it does with the 3765-2.

Ken Dunckle of Safecracker located in Pacifica, California has provided a couple of suggestions for mixing and matching LA GARD product.

Remote-mounted 3710 Angular Entry or a 3000 Round Entry, 3040-DB COMBOGARD lock body operated by a 2666 Turn Knob. (See illustration 6.)

This would be something you might consider for a retrofit that needs a yoked lock bolt. It works well in high use environments. By using a stationary keypad you eliminate cable movement.

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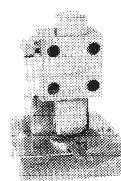
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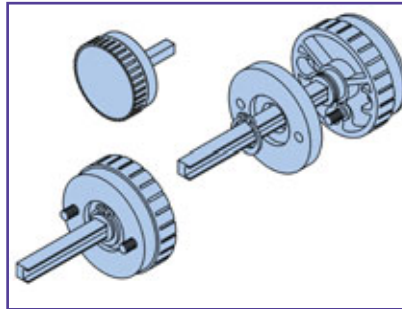
Another plus: Both of these input units hold batteries, which eliminates the need for an internal battery box.

A set-up like this requires drilling five holes: A pass-through for the remote mounted keypad cable, and two pairs of shallow keypad and turn knob mounting screw holes that must be tapped for 8-32. If you foresee high usage, this setup helps ensure extended trouble-free operation.

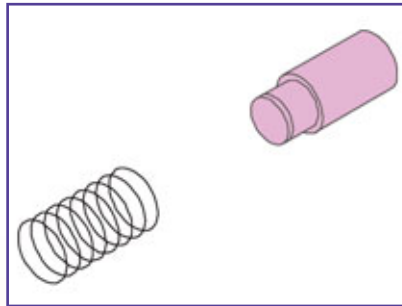
A variation on this could be the LGCOMBO lock body (P/N 3740-2), the Knob Assembly (P/N 2666) and the Angular Entry (P/N 3710). One more possible variation would be to use the 3035 COMBOGARD Round Entry, also remote-mounted. The Knob Assembly would handle bolt retraction and extension, and you would also need a Pin and Spring assembly (P/N 2700-LP, *see illustration 7.*) to prevent rotation of the COMBOGARD keypad.

What if you have a commercial account that does not want employee/users touching any part of the lock, even to do simple battery changes? All they want is for employees to be able to open their safes by pushing the buttons. We know what you're thinking – are there truly people out there who can't even change two 9-volt batteries without doing damage? A few years of doing retrofits will show you that yes there truly are. The customers Ken did these jobs for were businesses with multiple safe users. Employees invariably broke battery wires when changing batteries in their SAFEGARD or LGBASIC units. Repair expenses were becoming a routine annoyance. The problem was easily solved by removing the existing 3000 Round Entry or 3710 Angular Entry units and installing a 3035 COMBOGARD keypad with a pin and

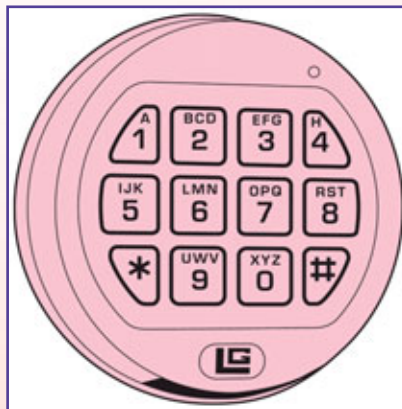
spring (adding the pin and spring keeps the keypad from rotating). Because this keypad doesn't hold batteries, the use of a battery box is required. LA



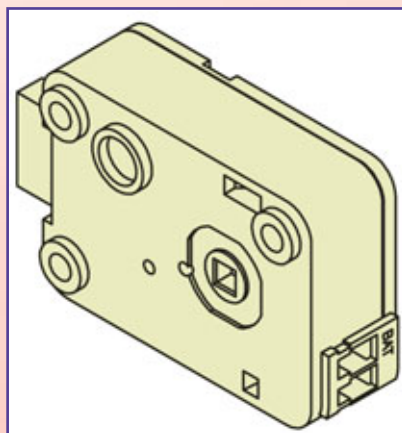
6. A 2666 turn knob.



7. A pin and spring assembly.



8. The 3750 LGCOMBO round entry.



9. A 3040-DB lock with time delay.

GARD offers a couple of options, the Large Battery/Alarm Box (P/N 4001), Small Battery Alarm Box (P/N 2789) and the Small Battery Box (P/N 2788). Installation of any of these on the insides of the doors, under the door's back panel would serve your purpose.

In the case of this specific customer, the problem was solved with the Large Battery Box. The six "C" cells in the Large Battery Box assured the users of extended battery life between battery replacements, which thereafter were done on a schedule by company employees who could be trusted to get the job done appropriately. There are no worries if the inside-mounted batteries become depleted before scheduled replacement, the two emergency power terminals on the 3035 keypad can also send enough power to the lock for an opening.

A simpler one that's been getting some play from installers is to substitute the 3750 LGCOMBO Round Entry (*see illustration 8*) for the 3035 COMBOGARD Round Entry when installing a 3040-DB lock with Time Delay (*see illustration 9*) on an inner safe door. The battery in the keypad saves users from having to hold a nine-volt battery to the emergency keypad terminals for the entire delay period, as they would be forced to do if the unit were rendered inoperable due to loss of battery power.

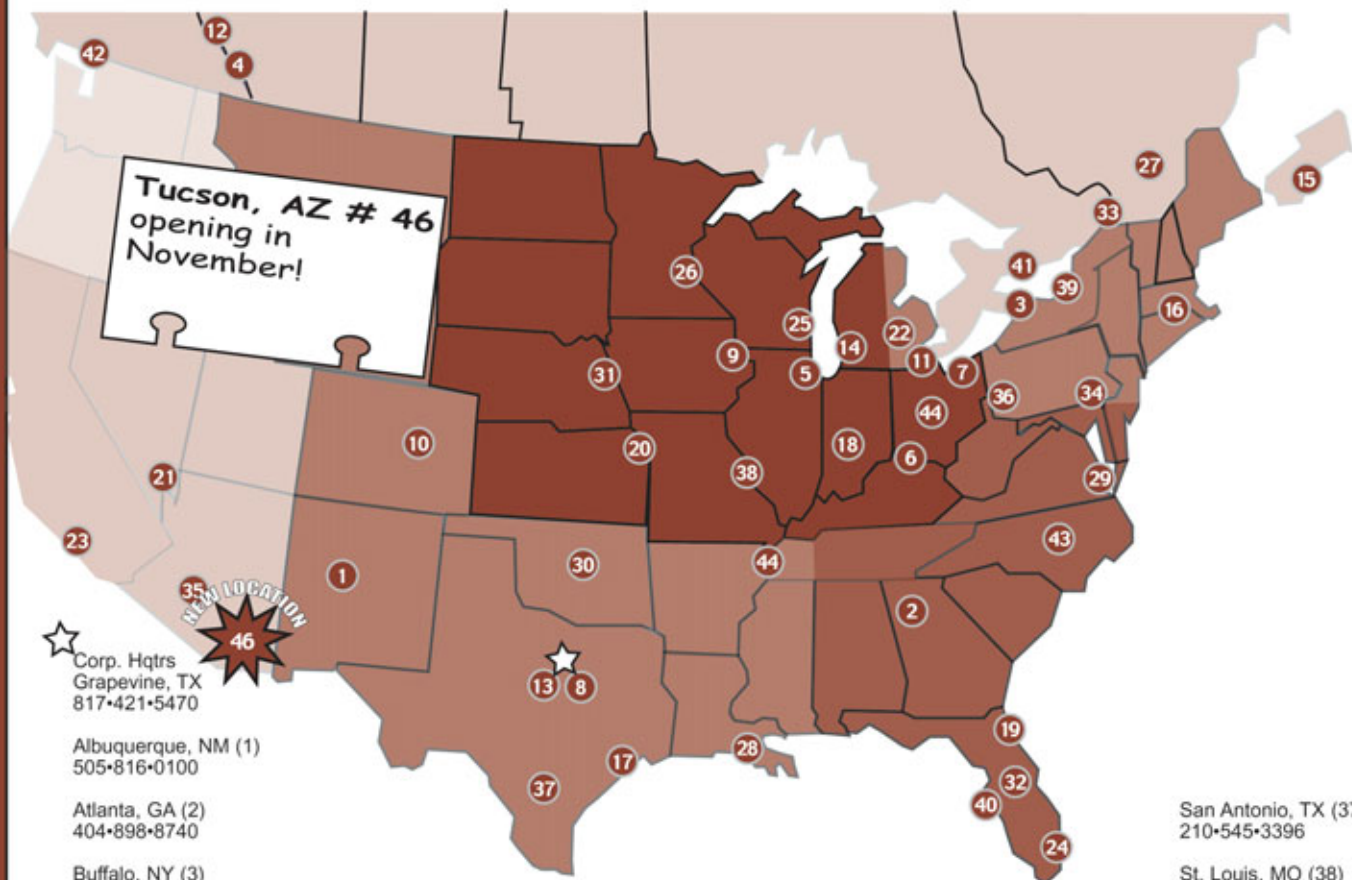
As you can see, LA GARD offers an incredibly flexible product line, which allows for a variety of product combinations. There are very few retrofit needs you can't handle by mixing and matching LA GARD digital lock components. Use your imagination and think inside the box, the possibilities are endless. **RL**



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ACCESS CONTROL SURVEY PART 4



by
**Richard Allen
Dickey**

Last month we installed the 692 series touch bar from Locknetics, the EPT 10 power transfer from Von Duprin, the KP 78+ keypad from Locknetics and the PX95 HID Prox reader.

This month it is time to install the Locknetics 390+ Magnetic Lock and the CT1000PS Controller, also from Locknetics. Don't forget, Locknetics is part of the Ingersoll-Rand family of security products.

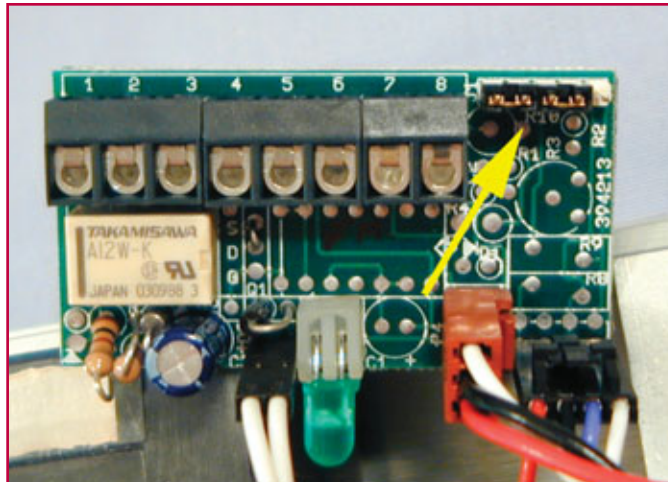
The 390+ Mag Lock was chosen for this project during the site evaluation in part I of this series. It has a holding force of 1650 pounds.

(See photograph 1.)

The 390+ is available with four options:

- DSM, door status monitor.
- MBS, magnetic bond sensor.
- ATS, anti tamper switch.
- ADT, adjustable time delay for relocking.

The circuit board inside the 390+ has a jumper that can be moved to select either 12 or 24 VDC operation. (See photograph 2.)



2 The circuit board that is used for the 390+ is selectable to operate on either 12 or 24 VDC.



1 Here is the 390+ magnetic lock from Locknetics. It has a holding force of 1650 pounds.

If used in a 12 VDC system, it will draw .67 Amps or only .35 Amps if used in a 24 VDC system.

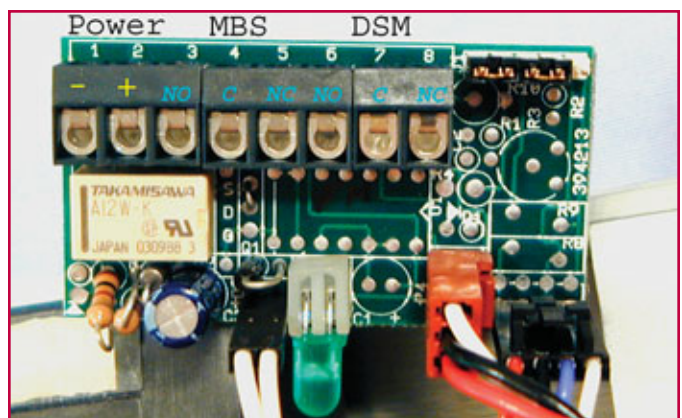
There are eight screw-down terminals on the circuit card. (See photograph 3.) Terminals 1 & 2

are for power, terminals 3-5 are contacts for the magnetic bond sensor and terminals 6-8 are for the door status monitor contact.

The 390+ mag lock has a mounting bracket that is attached to the door frame. (See photograph 4.)

The lock body is then attached to the bracket. You can see that the bracket has two slotted mounting holes. I will show you how they are used in a few minutes.

The only thing left to look at is the armature plate and mounting hardware. (See photograph 5.)



3 Screw down connections are provided for power, magnetic bond sensor and the door status monitor.



4 A mounting bracket is used to attach the mag lock assembly to the door frame.

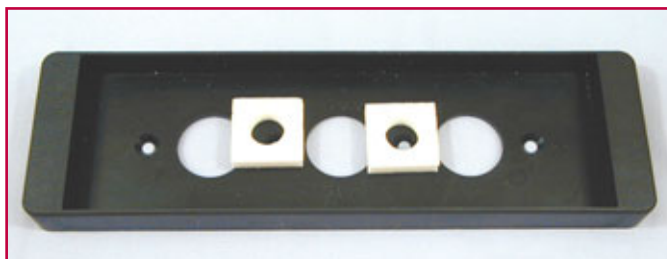


5 This big, shiny chunk of metal is the armature.

The armature has its mounting bolt permanently attached. (See photograph 6.) There is also a plastic housing that is used during the armature installation. (See photograph 7.) Those two little foam cushions are supposed to be there, so don't pull them off.



6 The mounting screw for the armature is permanently attached.



7 A plastic housing is used when installing the armature. Those two white, cushy looking things are supposed to be there.

Installing the 390+ Mag lock:

The armature is mounted first. Use the template to locate where the three mounting holes need to be drilled. The center hole is for the main armature mounting bolt. The other two holes are

for the plastic housing that surrounds the armature.

For a hollow metal door, the instructions say to use a 1/2" hole on the outside of the door and a 11/16" hole on the inside of the door. Why the smaller hole on the inside? I don't know!

Because this is an aluminum door, the two smaller holes are sized for #10 self-tapping screws. What size hole do you drill for a #10 self-tapping screw?

You need to drill a 5/32" hole.

With the holes drilled, the plastic housing is mounted first, using the self-tapping screws. (See photograph 8.) Next the sex nut is slid into the outside 1/2" hole. (See photograph 9.) The last step is to install the armature plate.



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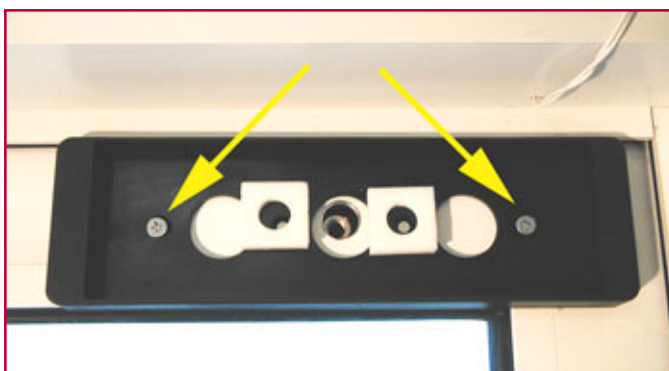
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8 Two self-tapping #10 screws are used to attach the plastic housing to the door.



9 A 1/2" hole on the outside of the door is needed to hold the sex nut. The hole on the inside of the door is only 11/16".

Because the mounting bolt is permanently attached to the armature, there is a small hole in the center of the armature plate. (See photograph 10.) It is just the right size to insert an Allen wrench. The plastic housing that surrounds the armature, does make the installation look nice.

Now it is time to install the mounting bracket and talk about those slotted holes. The best way to get a perfect fit is to slide the whole magnet assembly until it makes contact with the armature. The slotted holes allow you to attach the mounting bracket and magnet assembly, but still be

able to slide things to and from the armature. This allows for a perfect fit before the four final mounting screws are installed.

The location of the holes, needed for the mounting bracket can be

found using the template. One larger hole for wiring and two smaller holes for the rough alignment of the bracket. (See photograph 11.)

When the bracket is positioned where you think it should be, tighten the screws until they just make contact with the bracket. Now attach the

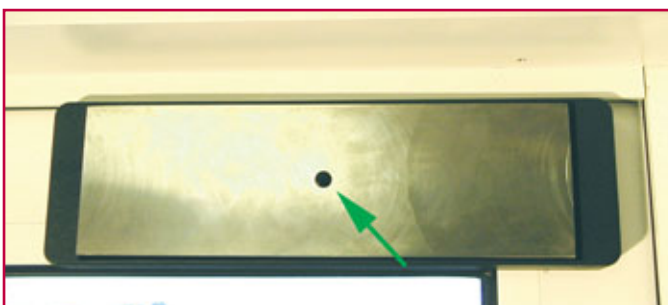
magnet assembly. Next, close and latch the door.

Push the magnet assembly in the direction of the armature until it makes contact. At this point I used a jumper wire and powered up the magnet so it would set its final position under power. This powered up step is not required, but it is recommended.

The magnet assembly has to be removed so the final screws can be added to the mounting bracket. It is best to mark the exact position of the mounting bracket before removing the magnet assembly. Be sure the bracket is aligned with the marks and tighten the two screws to hold the bracket in place.



12 After alignment is complete, four more screws are added to the mounting plate to make it rock solid.

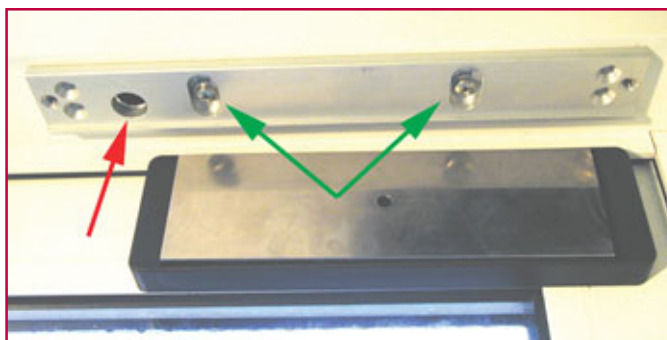


10 An Allen wrench fits through the hole in the front of the armature to tighten the bolt into the sex nut.



13 The magnet assembly is attached to the mounting bracket with two bolts, located on either end of the assembly.

To make the mounting bracket rock solid, add the four remaining #10 screws. (See photograph 12.) This time when the magnet assembly is installed it won't need to be removed. (See photograph 13.)



11 A wiring hole and two mounting holes are needed to attach the mounting bracket, in preparation for the alignment step.

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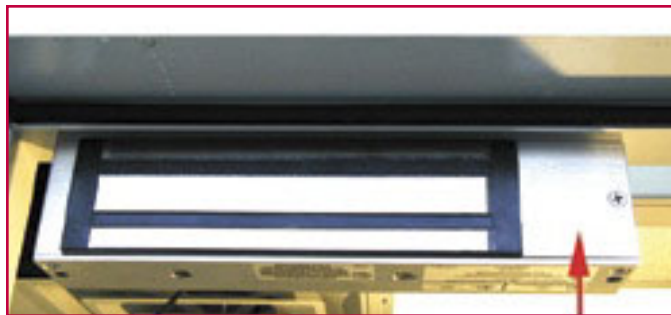


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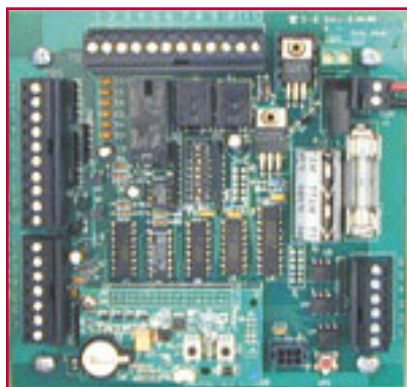
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14 An access plate covers the electronic circuit card and all wiring connections inside the 390+.

The circuit card as well as all of the wiring connections are hidden from view by an access panel. (See photograph 14.) That's about all there is to the mag lock until we connect it to the CT1000PS Controller. Now it is time to talk a little bit about the controller.



15 Here is a good look at the CT1000 controller.

The CT1000PS Controller (See photograph 15) is a universal access controller. It can be used with any Locknetics access device. The PS option simply means that the CT1000 comes with the 505 series power supply in the same enclosure. (See photograph 16.) If the PS option is not ordered, a suitable power supply must be supplied.

Since this controller was ordered with the PS option, I am going to throw you a few specs for the 505 power supply before I get too far along.

The 505 comes in two models. The 505 is designed for USA

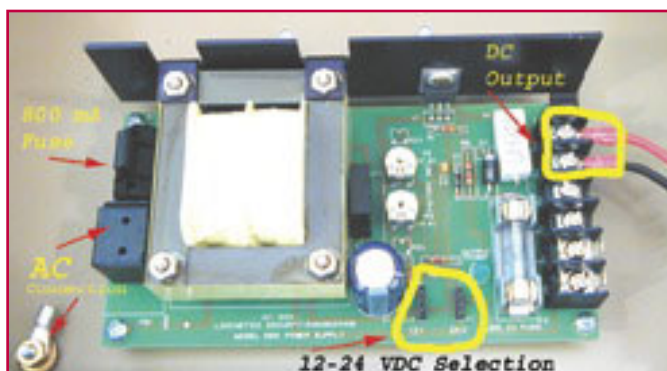
installations and requires 110 VAC at 60HZ. The European model is the 505E and requires 230 VAC at 50HZ.

Both models are rated for 1 Amp output. There is a 2 Amp fuse used in the battery



16 This CT1000 was ordered with the PS option. The PS option includes a 505 power supply in the same enclosure.

circuit. A 800 mA fuse is used on the AC side of the power supply. (See photograph 17.) The DC output is field selectable for 12 or 24 VDC.



17 The 505 power supply uses 110 VAC and has a selectable 12 or 24 VDC output.

The enclosure is a 12" x 12" x 4" metal box with a hinged lid. It has several conduit knockouts for 1/2" conduit. A lock with two keys is optional.

I don't like to install anything in a building overhead. However, this new building does not have an equipment room. That left me with no real option.

Some of you may ask why not put things in the overhead? Well, here are several reasons.

1. To service the equipment you have to have a ladder.
2. A new service tech may have a heck of a time finding the equipment.
3. Ceiling tiles have to be removed. They always make a mess.
4. Sometimes furniture has to be moved.
5. If you have a ladder and a removed ceiling tile, there is no doubt that you will be in some ones way.

Now that I have given you all the reasons not to put equipment in the overhead, lets start this install by putting the CT1000 right where I don't want it. In the overhead. (See photograph 18.)

Installing the CT1000PS Controller:

A good backboard is always the right way to start. If you have been in the business very long, there is no doubt that you have worked on something that you found hanging in the air with nothing but its own wires for support. Too often, enclosures are attached to paneling and sheet rock with the wrong fasteners. If

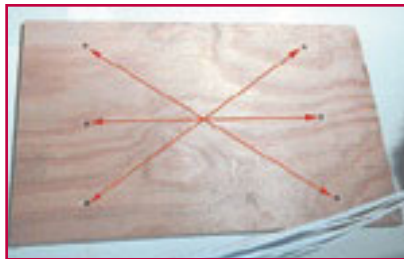
not attached properly, the fasteners pull out over time. The best bet is to put up a backboard. In some areas of the country, they are required!



18 Never install equipment in the overhead if not absolutely necessary. This time we had to.

This backboard is made of $\frac{5}{8}$ " fire resistant plywood that measures roughly 18" x 24". (See photograph 19.) It is held in place by six, 3" screws that are driven into the studs. The reason I use a larger backboard than the enclosure size, is to allow the screws to go into studs and not just sheet rock. Besides, you may add something else later. Its one of those think ahead things.

After the backboard is mounted, the enclosure can be attached with a couple of screws. (See photograph 20.) As you can see, I have added the sealed, maintenance free batteries. (See photograph 21.) I have also



19 Always use a backboard to install your equipment. This one is attached to the wall with six, 3" screws that sink into the studs.



20 The enclosure for the controller and power supply, attaches to the backboard with a couple of screws.

from the devices that have been installed, into the enclosure.



21 The recommended batteries are a rechargeable, sealed, lead acid or Gel cell.

Next month we will connect all of the wiring from the touch bar, mag lock, prox reader and keypad to the controller. We will also program this baby and see if it works. Don't forget, electricity is your friend.

For more information on any of the above products, you can contact Ingersoll-Rand at IR Security & Safety, 111 Congressional Blvd., Suite 200 Carmel, IN 46032 or call then at 317-613-8150. They also have a web site at www.irsecurityandsafety.com.

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Beginner's Corner



Basic Automotive Service, Part 4 By Ken Holmlund

Let me say upfront that covering all the different types of glove box locks that General Motors has used over the years would fill this edition of *The National Locksmith*.

GM has used at least ten different glove box locks with numerous variations depending on the model of vehicle. I will cover several of the more common types in the next few article installments, but will not claim to cover them all.

We all know that keys for GM vehicles can be made by removing the door panel and door lock. However, there is a much faster, cleaner, and easier method of making door and trunk keys for many of the GM vehicles on the road today. Besides, using this method is much less likely to cause cuts and curses, if you know what I mean.



1. An old style glove box lock.

Let me start with a glove box lock from the archives. (See *photograph 1.*)

According to my records, this lock was used in various forms from 1937 to 1972, so your chances of running into this lock

at one time or another are quite good. The lock is held in place with one screw and a sleeve as seen in *photograph 2.*



2. Retainer holding lock in glove box.

Removing the screw will enable the lock to come out in your hand. The lock is taken apart by first removing the spring to the latch. (See *photograph 3.*) While doing this,



3. Spring on latch.

hold the latch down while turning the lock clockwise. Since you will probably not have a working key, this must be done by picking. No sidebar is involved so the lock will pick fairly easily.

Once the lock is picked the plug will come right out. (See *photograph 4.*)



4. Plug being removed.



5. There are five wafers in this lock.

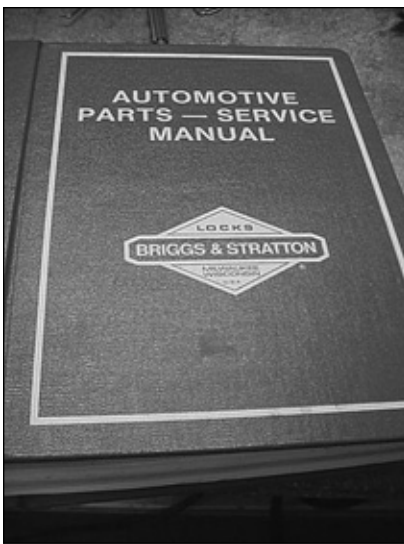
The plug will usually contain five wafers. (See *photograph 5.*) It will also usually have a code number stamped into it. (See *photograph 6.*)



6. Code on side of plug.

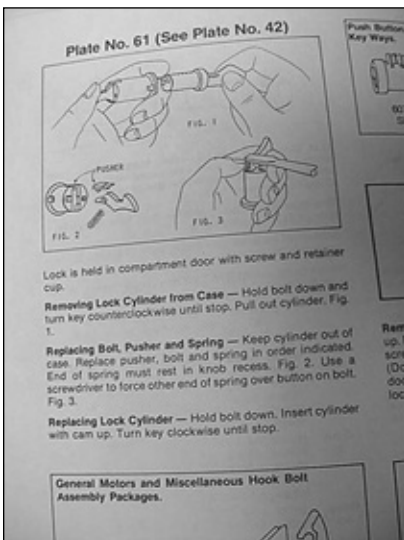
To reinstall the lock plug, simply make a key by code and reverse the procedure to reinstall the plug.

One tool I have found to be invaluable when working on the



7. Strattec AS-1975 Automotive Parts-Service Manual.

older model vehicles, be it GM, Ford or many other makes is the Strattec Automotive Parts-Service Manual, number AS-1975. (See *photograph 7.*) *Photograph 8*, is a page that gives the information for this style of lock. My manual is quite old so it still says Briggs & Stratton, but the information has not changed. This manual has a wealth of information on what was Briggs and Stratton and now is Strattec locks.



8. A page from the service book.

Included is what locks are in what vehicle, numbers for parts, lock service instructions and bulletins.

The manual sells for \$80 and should be available from your distributor.

It comes with lifetime updates for free and you can't beat that.

For any locksmith that already has the AS-1975, but has not been getting the updates, contact Strattec by email at dwservice@strattec.com or by fax at (877) 251-8799 and ask them to fax you an update request form. When you fill it out and return it they will send you all the updates you are missing for the master price list, model year parts catalog, lock service instructions and service bulletins. If you should feel the need to call them their number is (414) 247-3333. Mailing address is Strattec Graphic Services, 3333 W. Goodhope Rd, Milwaukee, Wisconsin 53209.

By all means take advantage of this offer and get your book up to date. If you are like I am, you will use the book a lot and the information is free.

One more quick note on Strattec.

They are branching out with new tools to help the locksmith, including a transponder cloning tool called Quick-Code that was just introduced, and rumor has it that they will soon have a transponder diagnostic tool available as well.

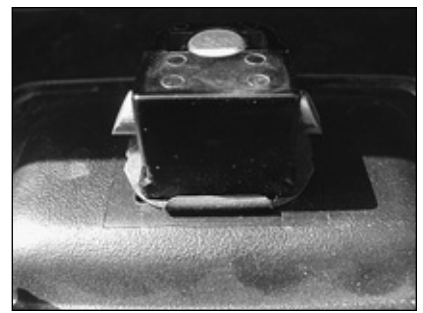
The following glove box locks are more in the current style vehicles. I will discuss them in no particular order, but I believe you will be called on to make keys for all the following locks if you do any automotive work.



9. Squeeze type glove box lock.

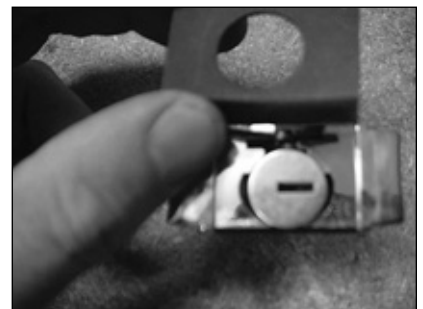
A very common lock is the squeeze lock shown in *photograph 9*.

It is used on many upscale cars and is really quite easy to work with.



10. Retainer for squeeze lock.

Photograph 10, shows the retainer holding the lock in the box. Simply remove the retainer and the lock will literally fall out in your hands. Well, at least partway. You will need to press the slides to retract the mechanism, but that is self-explanatory.



11. Cap removed from squeeze lock.

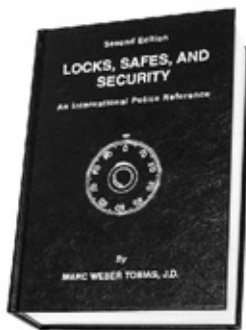
Remove the cover (see *photograph 11*) and remove the slides, see *photograph 12*. Place the rubber rollers aside or you will be picking them up later. Make note of which way the slides came off, because although they are label L and R, it can be confusing.



12. Squeeze slides removed.

You now have two options for making the key. Either place a blank into the lock and read the cuts one at a time, (see *photograph 13*) or use the AABLE Locksmith tool model SQP-01 as seen in *photograph 14*.

The Squeeze Plug Removal Tool from AABLE is an ingenious little



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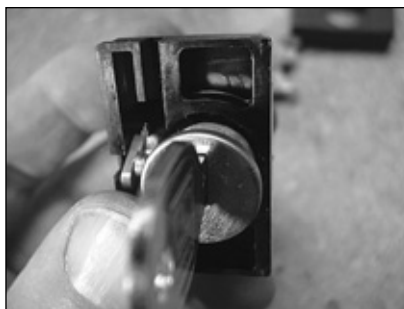
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| • Yale 8 | • Yale GA | |

Drilled 6 pinned 5



**13. Reading the wafers of a
squeeze lock.**



14. Squeeze plug removal tool.

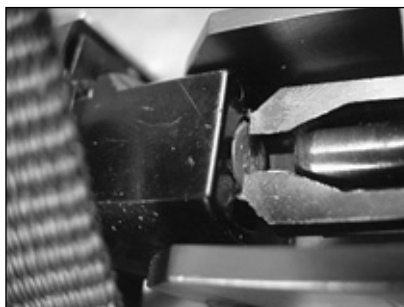
tool that allows you to easily remove
the plug and make a key from the
exposed wafers. This is quite a bit
easier than reading the wafers
inside the lock.

The tool is used as follows:

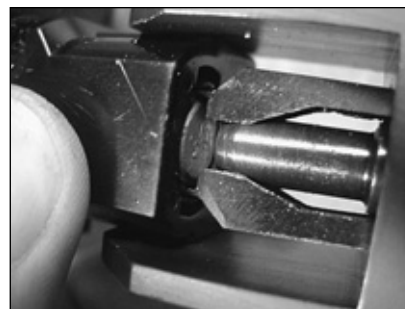


15. Squeeze plug tool over plungers.

Insert the tool over the lock
plungers (holes are provided for
them to enter). (See photograph 15.)
Flip the tool straight up to
engage the plug retainer tabs.
(See photograph 16.) Turn the
knurled knob to spread the tabs.



16. Squeeze plug tool in place.



17. Knurled knob fully extended.

(See photograph 17.) Then simply
push the plug out of the housing.
(See photograph 18.)



18. Plug pushed out by tool.

This is one cool tool, but I will
caution you to be sure you have
the fingers under the plug
retaining tabs before spreading
them or the plug will not come
out. Both tabs must be spread for
the plug to be removed.

With the plug removed, simply
cut the key to fit the wafers and you
are on your way.

The plug is reinstalled by
pushing it back in place and making
sure it snaps into the retainer tabs.

The key you made will now work
the glove box, but not the door or
trunk. The glove box will provide
four of the six cuts needed to
operate the ignition lock. To find the
remaining two cuts, a simple
progression chart is used. I will
cover that later.

Next month I will cover more
styles of locks and the methods I
use to make keys for them.

After I have covered the locks I
will dedicate one article on the ways
to make keys from the information
you have gleaned from the glove
box locks, and I will include a chart
for the progressions you will need to
work for the keys.

See you next month. **TNL**



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The Lighter Side

Snakes Alive!



by Sara Probasco

There I was, out in the middle of nowhere, trying to install deadbolt locks in this rustic wood cabin for this elderly lady,” the locksmith said as he launched into the telling of an experience he’d had. “There wasn’t another house for miles—nothing in sight but rocky, hilly terrain and scrubby cedar and mesquite. There wasn’t even a decent road up there. Sometimes, I wasn’t sure there was a road, period. It all looked pretty much the same to me.”

I knew exactly the sort of “countryside” this locksmith was describing to me. We see a lot of it in southwest Texas.

“Luckily, I had a set of battery-operated tools—drill, screwdriver, hole-saw—‘cause if there was any electricity to that house, beats me how it would get there. I guess she lives out there by herself. I didn’t see any signs of anybody else. There was an old, rusty pick-up truck sitting in what she called the driveway, though all I saw was a strip of rocky ground, going up toward the house that seemed a little less uneven than the rest.

“Anyhow,” he continued, “I really hated to make that call, ‘cause I’d just bought a brand spankin’ new service van and had it outfitted inside the way I’d always wanted. I didn’t much like the idea of getting it all dusty and dirty, not to mention scratched up on tree branches and bounced catty-wompus on those whop-a-do rocky roads up there in the hills.”

He paused to take a long drink of his iced tea before continuing his story.

“Ahhh!” he said, gazing lovingly at the tall glass sweating little droplets of moisture all down the sides. “You know, there’s absolutely nothing like a glass of cold, sweet tea on a hot summer day.” He drank deeply again, smiling as he set the glass down on the table beside him.

“Now, where was I?” he asked.

“You had gone to the lady’s house out in the country to install some deadbolt locks,” I prompted.

“Oh, yeah. I had checked out the situation on the doors and was headed back to my van to get my portable electric hole-saw, when this old lady let out the most ferocious yell you ever heard. I’ll swear the hair stood straight up on the back of my neck. Well, I came to a stand-still, dead in my tracks. Then I spun around to see what in the world was the matter, when here she came, charging right at me. She reached back to the waistband of her skirt and yanked out one of the biggest hand guns I’ve ever seen in my life, or at least it seemed that way to me, at the time. I was so scared, I couldn’t even run. I just sort of balled up and covered my head with my arms, waiting to get shot.”

“My word!” I said with a shutter. “What happened?”

“Well, she ran right past me, aiming that weapon of hers at something over near my service van. When I got up enough nerve to look, I saw a big old snake slithering up underneath my van. The varmint was about six feet long and as big around as my upper arm.”

“Was it a rattler?”

“Lady, it didn’t matter what it was. That snake was crawling up into the underside of my new van and that woman was running after him and taking aim.”

“What did you do?”

“I hollered at her. I yelled, ‘Don’t you shoot that gun, you crazy fool! You’re gonna ruin my van.’ I swear, I never in my life saw any old woman move so fast. I don’t think she ever heard a word I said. She ran straight to my van and fell down on her hands and knees and then scooted up in under there with that cannon in her hand. I kept on hollering and trying to get her to come out from there, but she wasn’t listening to me. She just kept yelling at that old snake.

“‘I see you in there,’ she hollered. ‘I’m gonna blow you clear to smithereens before you know what hit you,’ and I was hollering at her, ‘Don’t you do it! Don’t you even think about shooting that gun at anything up under there.’”

“I would imagine you’d be happy for her to get rid of the snake, before he crawled up into your van and hid,” I said.

“Oh, I wasn’t worried about that old snake. I’ve killed meaner looking snakes than that one and had ‘em for breakfast. I could just see in my mind’s eye how she was about to let loose a couple shots with that big gun of hers and blast a hole the size of Georgia right through the bottom of my beautiful new van and all the outfittings in there.”

“So, what did you do?”

"Well, I grabbed her by her ankles, just as I heard her cock her pistol, and I yanked her out from under there, just as the gun went off." He began to laugh, then reached for his pocket handkerchief to wipe his eyes and nose.

"That was the sorriest excuse for a gun-shot I believe I ever heard," he said between chortles. "It just sorta went 'pop,' and that was it." He resumed laughing.

"I don't understand," I said. "Why didn't it fire the way you had expected?"

"She had the dern think loaded with snake shot, instead of bullets. That's all she ever uses it for—shooting snakes. She told me that later, over a cup of her coffee. Now that's something else she knows how to do—make a good cup of coffee."

"So, what happened to the snake?"

"I guess I messed up her aim when I grabbed her ankles like I did. She missed him, and he slithered on out the other side of the van and into the brush. He probably died of fright."

"And what about your van? Did she do an damage there??"

"No, no. That snake shot is sort of like shooting a handful of sand at something. It'll kill a snake if you hit him right, but other than maybe shining things up a bit, it wouldn't do anything to the under-carriage of a vehicle."

"What a story," I said. "At least it ended happily and nobody was hurt. I'm supposing you got the deadbolts installed to her satisfaction."

"Oh, yes. But not that day. I had to wait until the swelling went down around my eyes."

"Swelling?"

"Yeah. Where she kicked me in the face and broke my nose, when I tried to pull her out from under my van by her ankles. She's a feisty old gal. I'll bet she was really something in her hey-day." **TNL**

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SENTRY

RELOCK SYNDROME



by Dale Libby, CMS

Sentry and the word relocker in the same sentence? Yes! The new style Sentry Safes with the little push-button tubular lock is a boon to safemen and safewomen. There is a plastic spring loaded relocking block as part of the safe mechanism. If the key lock is removed, this relocker pops up and keeps the safe locked, even if the combination is dialed or input on a keypad. The problem is that this relocker often sets itself off when the safe has not been burglarized. This keeps the owners locked out of their own non-burglarized safe.

If you know the secret, which you will shortly, it will take you about one minute to open the locked safe. Repair options will be covered later.

Photograph 1, shows the new safe door outside. This unit has a combination lock. The unit with the keypad is similar and the push button tubular lock is the same on both units. The interior setup can be for either the

mechanical combination or the electric lock. When the combination is dialed, the handle is pushed down to open the safe door. The same is true on the electronic lock.

The relocker block is located behind the tubular key lock. This lock is quite easy to remove, weather it is locked or in the open position. First, pry up the bottom of the escutcheon with one or two screwdrivers and insert a multi-hook tool or a cotter pin removal tool and pull down the retaining clip. See *photograph 2*, to see the escutcheon pried up. The clip will fall out and down as shown in *photograph 3*. The total time to remove clip and lock is about 30 seconds or less. You may hear the relock set off if it has not already.

Photograph 4, is the new standard Sentry style configuration for both mechanical and electrical locks. The black wheel is the drive wheel for the combination lock. There are two white wheels

Continued on page 72



1. New Sentry configuration with small handle to the left of dial and a tubular 7-pin push lock.



2. To remove lock clip, pry bottom of escutcheon up with one or two screwdrivers and hook retainer clip and pull down.



3. Clip slides down and lock can be removed. Removing lock sets off internal relocker.

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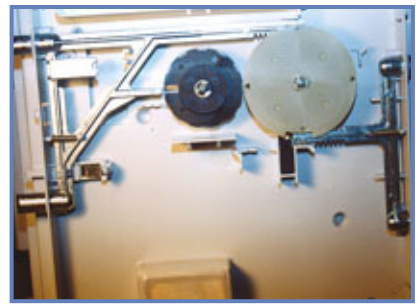
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under this wheel for the first two numbers of the combination lock. The large gray wheel to the right of the drive wheel is the gear wheel. This is attached to the outside handle. When the handle is turned the gears on this wheel interact with the bolt gears to withdraw them into the door when the combination has been completed. The relock block is located just below the gear wheel at the end of the right bolt.

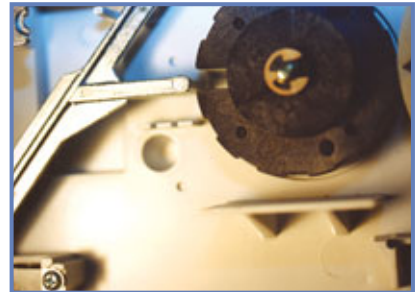
Just to the left and just above the mechanical fence (drive bolt bar) is a flat piece of metal with a small curved slot in it. This is located in the triangle just below the upper hinge side bolt. This flat piece is the blocker for the electric solenoid locks used in the push-button safes. The new placement of this blocking bar shows that the solenoid is now pushing in and out instead of up and down as it was before. You cannot just drill and push down the solenoid as in the older units.

Yes, the solenoid can be easily spiked with a 9-volt battery if the safe is broken and the electronic keypad is missing. The two wires, a black and white wire have to be momentarily touched with a 9-volt battery to spike the solenoid. If the relocker is set off, you will have to neutralize that before spiking.

In *photograph 5*, you can see the drive wheel and the bolt bar in the open position. It is also fascinating and remarkable that the false gates around the drive wheel are the exact same size (width) as the real gate. On older Sentry mechanical safe locks, the real gate was always wider than the false gates. The real gate is deeper, however and that can be measured with a wire and ruler by a manipulator. With the push-button lock and a mechanical dial, you no longer need to manipulate the safe open. There is a much easier way.



4. Standard Sentry new style configuration. Drive wheel on combination stack is black. The other two wheels are white. Large wheel to the right is the internal gear that moves the bolts. This is attached to the outside handle.



5. Close up of drive wheel. The false gates are the same size as the real gate. Makes manipulation a little harder.

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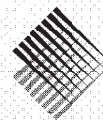
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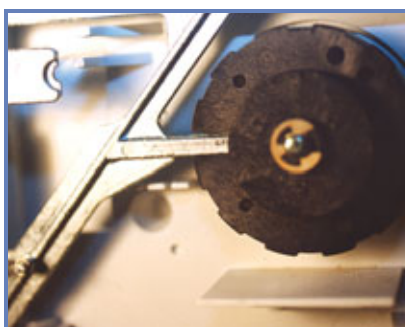
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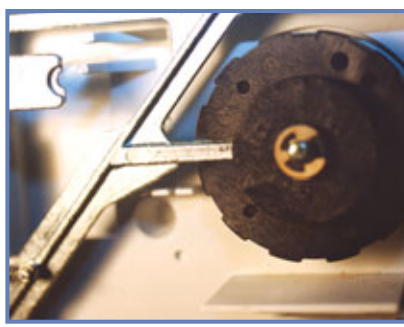
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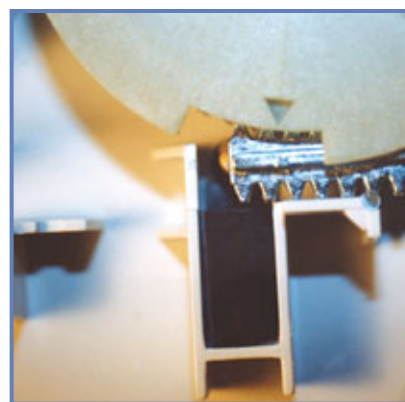
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6. Drive Lever in the wheels of the combination wheel pack. Note the bar just above and to the left of the mechanical lever. This is the new bar for electronic locks.



7. When lock push bolt is locked, it blocks the movement of the geared bar. The end of the push lock holds the relock down in both the locked and unlocked positions.



8. When the push bolt is unlocked and moves out, the geared part of the bolts can be pulled into the safe door. The end of the push bolt still holds the black plastic spring loaded relock block in place.

Again a close up of the mechanical wheels with the bolt bar in the combination wheel pack. There are mounting brackets for the solenoid mechanism on the inside of the safe door. No matter the size of the door, the solenoid is in this position. I found that out the hard way the first time I tried to locate it without the use of a scope. (See photograph 6.)

Let us go to that pesky and diabolical relocker. When the safe is functioning properly and the push bolt lock is in the locked position, it blocks the movement of one of the bolts, and thus all the bolts will not move because the gear handle is blocked from moving. (See photograph 7.) The relock block is below the pin and held in place by the push-button bolt.

When the push bolt is unlocked and moves out of the way, the geared parts of the bolts can be pulled into the safe door. The end of the push bolt still holds the black plastic spring-loaded relocker down and in place. (See photograph 8.) Now we come to the money maker.

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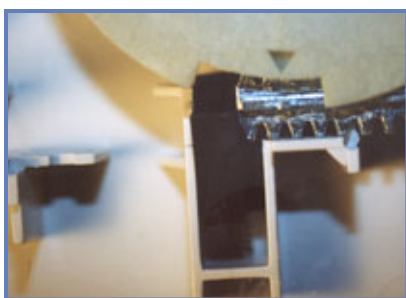
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9. When the relock block is activated, it obstructs the movement of the bolt with a wedging action as shown here.



10. External snap clips on hinge side of door. Also shown is the detent bar that releases the bolts when the door is closed.

Photograph 9, shows the relock block has sprung up and impedes the movement of the bolt. This can happen even if the key lock is in place. I do not know why it happens except for slamming the door, which causes vibrations. It really does not matter. The opening takes another 30 seconds.

First, remove the tubular key lock, even if unlocked as described earlier. Push a long screwdriver or ice pick into the lock spindle hole and push down or smash off the relocker block. A small hammer and screwdriver works wonders.

Put downward pressure on the handle while playing with the relock block. The safe door will spring open. You can either move the block down or punch it off. The door will open once if you just move the relocker down and relock when the handle is turned back. With the door open, reach the detent button on the hinge

side of the door and push it. The bolts will spring out. Try the handle again. Most times it will not work because the relock block will spring up.

Well, the safe is open. Can it be repaired? Not really to manufacturer specifications. To look at the unit's guts, you have to unsnap the back panel off the safe door. After you have done a few, it is easy.

In *photograph 10*, you can see one of the external snaps just above the detent lever on the hinge side of the door. There are two snaps that are released by pushing them in and prying off the door a little. The bolts have to be in the unlocked position to remove the back panel.

Photograph 11, shows the 5 snaps on this door. There is one internal snap on the top of the panel and two internal snaps on the opening side of the door. The arrows in this picture point to all 5 snaps. Again, all bolts must be in.

Once the panel is removed, the relocker block can be removed and repaired. The push-button lock can also be reinstalled on the door escutcheon with a little patience and tenderness.

Let us now take a quick look at the tubular lock used on Sentry Safes. These locks are simple and have a lot of problems with overuse. They are a 7-pin center type of tubular lock arrangement. They are extremely easy to pick. Once picked counter-clockwise, they can be left in the open position by removing your pick before turning the cylinder back to the locked position.

The lock itself consists of a circular inner core and an outer double "D" type cam lock with retainer clip. The back of the lock is a brass colored rod. To lock the unit, push in the button and it locks. Turn the key counter-clockwise and it unlocks.

Continued on page 76


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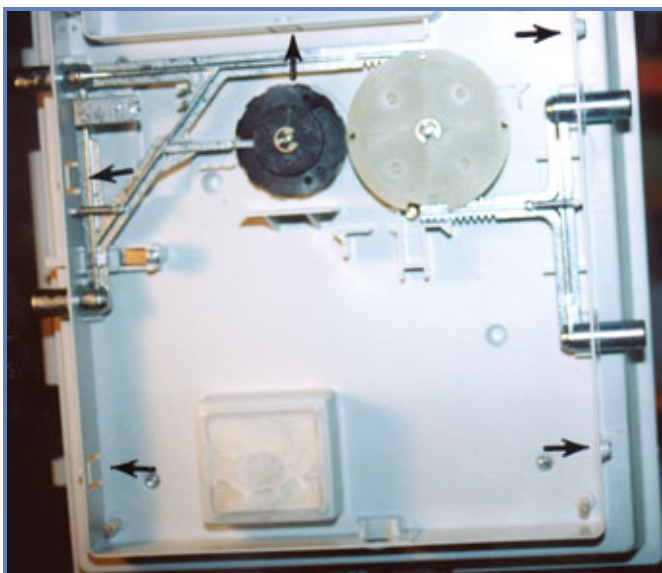
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11. Position of the 5 snap clips. In this picture, the hinge side clips (on the left in this picture) can be seen with the cover on. The other three snaps are internal. There is one on top and two on the opening side of the door back cover.



Photograph 12, shows two locks, the one on the right is broken. The little pin that holds it in the alignment slot along the top of the case has worn down, letting the inner core pop out. This set off the relocker. If you look closely at the base of the lock, you will see a drilled hole. This is the hole used for the single locking pin that holds the brass rod out.



12. Detail of a pushbutton tubular lock. The slot in the top of the double "D" case is for alignment. Note the hole at the back of the lock case. This is for the single locking top pin in the base of the lock.

In photograph 13, the internal core has been removed showing the inner spring. The arrow points to the slot cutout in the brass colored locking bar. This slot receives the single top pin in the bottom of the outer cylinder case. When the key is turned, the slot pushes the top pin to a single shear line, which allows the rod to pop out. Very simple and effective. There are key codes stamped on the sides of the key cylinder, but I have not tried to make keys for them so I do not know if they are available. If keys are not obtainable, I leave the cylinder in the unlocked position so it cannot be locked.

When a customer calls Sentry for help, Sentry has them get

three estimates from three locksmiths for opening the safe. Since it takes about a minute on site to solve the problem, I am usually the lowest in price. Sentry will pay you for your work and even replace the door or the whole unit for the customer. The customer must call Sentry and get an incident number for this to work.



13. Internal core removed showing inner spring. Arrow points to slot cutout in the locking bar. This is for the single spring relocker to keep push lock locked.

Another plus to the lock and relock punching method on mechanical dial safes is that you can insert a borescope in the push button lock bolt hole after the relocker is punched or pushed down. It is possible to see all three wheels of the combination lock and read them. It is easier if you have a variable light source to put a lot of lumens inside the safe door. You have to look around one little obstruction next to the geared bolt to see the wheels, but they are there.

Now, to open a Sentry safe with a push-button lock, you do not have to drill to find a lost combination. Just scope through the lock hole. (Deactivate relocker first.)

Mark your readings at the opening index and add 37 or 38 to your found numbers and this will move your gates to the 3:00 o'clock position which is the bolt bar position. This Sentry unit is a quick and easy moneymaker. Open Sentry and Prosper! **INL**

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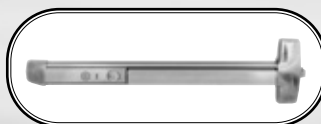
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6th Prize

Detex Advantex



7th Prize

Arrow 400 Series Alarmed
Exit Device & S-75 Mounting
Plate Kit for Narrow Stile
Aluminum Doors



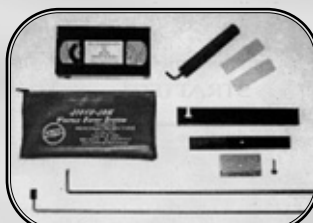
8th Prize

\$500 in ASP Auto Locks



9th Prize

\$500 in Strattec Auto Products



10th Prize

Tech-Train "Jiffy Jack"



11th Prize

Sargent & Greenleaf 6120
Electronic Safe Lock



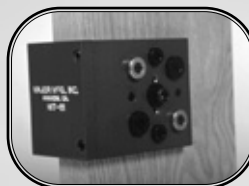
12th Prize

High Tech Tools
2001 Pro Set



13th Prize

ESP Products Sampler



14th Prize

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15th Prize

Abus Padlock's Marine
Padlock Display (\$120 Retail)



16th Prize
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Falle Pick Set

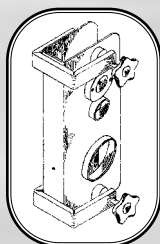
Baxter Systems

Try-out keys,
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17th Prize
Baxter #90 10-Cut
GM Try Out Key Set



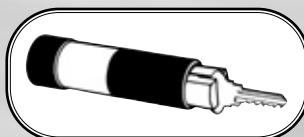
18th Prize
Sieveking Products
Squeeze Play



19th Prize
A-1 Security
Manufacturing
Installation Jig



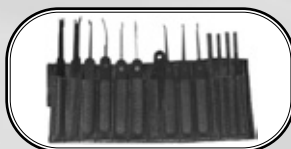
20th Prize
Keedex Sampler



21st Prize
Framon
Impressioning
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22nd Prize
Gator Tool Multi-Purpose
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23rd Prize
Peterson Picks,
by Peterson Manufacturing

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Tools
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Send in your tips, and win!

How To Enter

Send a tip on how to do any aspect of locksmithing. Certainly, you have a favorite way of doing something that you would like to share with other locksmiths. Write your tip down and send it to:

Jake Jakubowski, Technitips Editor,
The National Locksmith
1533 Burgundy Parkway
Streamwood, IL 60107-1861

Or send your tips via
E-mail to: Natlock@aol.com

Rules & Regulations

Each tip submitted must include your full name, street address (no P.O. Box numbers), city, state, zip code, phone number, fax number and e-mail address. **When sending tips via e-mail make sure to include complete address and phone.**

Every Tip Published Wins

If your tip is published you will win one of the monthly prizes listed. At the end of the year, we choose winners from all the monthly tips published, that will be awarded one of the fabulous year end prizes. All you have to do to win is enter.

Prizes are arranged according to suggested retail price value.

**Tips Start
on Next Page**



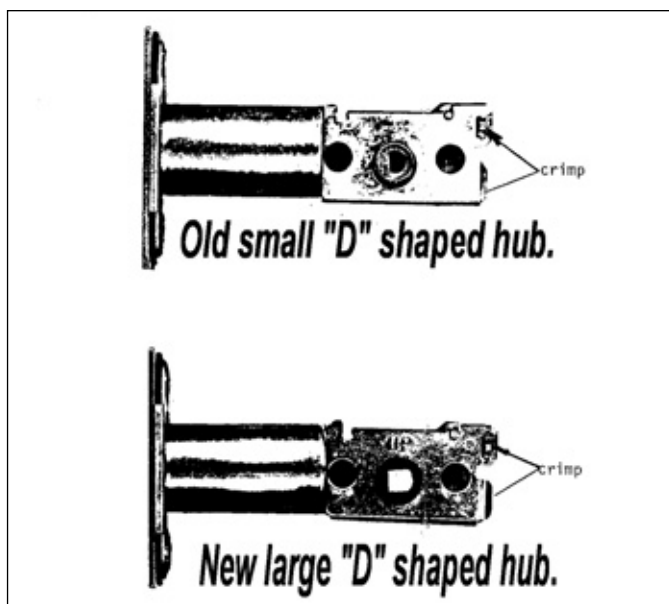
**JET KEY BLANKS
WINNER:
Kwikset
Deadbolt Switch**

When it is necessary to replace just the bolt on a Kwikset deadbolt, you may encounter a problem. Early models had a “small D” shaped hub, matching cylinder connecting bar and thumb-piece tail. The improved current style uses a “large D” shaped hub with a hollow torque blade on the outside cylinder that accepts a mating solid tailpiece on the inside cylinder or thumb-turn. If you try to replace the older bolt with the new style you will find that the “small D” tailpieces do not work in the “large D” hub! (See figure 1.) There are two relatively easy ways to overcome this problem, short of replacing the entire lock set.

1. If you have an old style bolt with the “small D” available you can easily swap the bolt crank with that on a new latch. Just squeeze the crimp together on the tabs on both sides of the flat plate and pry apart. Then switch bolt cranks and re-crimp the tabs.

2. You can make a simple adapter, which will allow the “large D” hub to accept the “small D” tails. Take a short piece of a rim cylinder or key-in-knob tailpiece and file or grind down the width so that it fits against the flat in the “large D”. Use a drop of epoxy to anchor it in place and you will find that the “small D” parts will now fit perfectly. The thickness is just right to fill the gap in the “large D” bolt crank.

Figure 1.



A Few Words From Jake...

Around about the middle of this month, I will, by governmental decree, pass another milestone in my life. According to Uncle Sugar, I will officially be eligible for certain government benefits that I, at one time, considered to be reserved for “old folks.”

Don’t misunderstand me. I’m not grouching about the gray hairs that seem to have taken over my head like weeds growing in a garden! I’m not grumbling about pectoral muscles that no longer defy gravity. I’m not complaining about a stomach that refuses to stay where it belongs, but wants to hang out somewhere in the vicinity of...well, never mind! I refuse to fuss or remonstrate over “abs” that have forgotten the meaning of “definition.” I am *not* griping about my grandfather staring back at me when I stand in front of the mirror and shave. I’m not even bemoaning the fact that I look somewhat less attractive in a bathing suit than I used to.

What’s got my chain twisted, is this:

At some point between the ages of twenty-nine and the *sixty-five* that the government *claims* I am; there was an extra decade, or so, slipped into my records that really doesn’t belong there. No! I’m serious!

I dug out my birth certificate, blew the dust off, carefully unfolded the yellowing document; gently smoothed out the creases and right there in black and white (Well, okay, it’s more like gray and yellow!) was the proof I needed:

“Born, this 15th day of November, 1938”. 1938! That would make me—NO WAY! Absolutely, no way! The doctor who attended my birth was evidently in on the caper and derived some sort of conspiracy. Otherwise, why would he obviously, and with malicious intent, incorrectly enter the year of my birth?

Think about it. If it isn’t a conspiracy, then how come I’m suddenly eligible for all this *senior citizen* stuff when I’m really only 44?

See ya’ll next month.



**by Jake
Jakubowski**

This may come in handy when you need to match a particular backset, finish, or front, or wish to maintain the same keying and find you require an obsolete “small D” replacement. These same bolts are also used on some Kwikset-made Corbin, Russwin and Emhart branded deadbolts.

*Peter P. Schifferli
New York*



**WEDGECO KEY
EXTRACTOR WINNER:
Cutler Mail Box
Lock Tip**

In my area (The Pocono’s) the gated communities utilize Cutler Mail Box locks in

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their on-site Post Offices and gang boxes. As members of the community sell and/or move away, I am faced with re-keying large numbers of these locks and neither of the major code programs that I have has an available code card for these locks.

In an attempt to make my work easier I figured out the specs for a Cutler card and since I use both the HPC 1200 Blitz and 1200 Punch I did it on the HPC #58 micrometer card. The key blank is an Ilco 1181 C.

Code Card Depth	Pin Size
.210	.310
.220	.295
.230	.290
.240	.275
.250	.270
.260	.265
.270	.250
.280	.245
.290	.240

Figure 2.

The spaces are at 290, 440, 590, 750, and 900. The following numbers represent the depth on the card and the corresponding pin size, as shown in *figure 2*.

Larry Kanzer
Pennsylvania



STRATTEC WINNER:
Transferable
Key Boxes

I often have to change, or put down vehicles for repair and maintenance purposes. Since I am unable to afford to have two of everything and moving large key racks or boards from truck-to-truck is impractical, I've devised the following key boxes which make transferring large numbers of keys from one truck to another easier. Of course, this solution



Figure 3.

takes all the fun out of not having the right keys, at the right place at the right time!

These key board/boxes have served me well for three years. A 4' x 8' sheet of 3/8" plywood is enough to make 8 boxes 1' x 2'. I use three boxes, one for domestic cars, and SC-1, KW-1, KW-10, and WR5's, another one for foreign cars and the third for motorcycles, transponders and high security blanks. To maximize space I do not buy plastic heads except for the transponder and VATS keys.

For hooks, 1-3/4" x 6/32 screws work best. 1-1/2" x 6/32 will do. Each double-sided box has 63 screw/pegs for a holding capacity of 126 different blanks and each peg will hold 10 non-plastic head keys, for a total capacity of 1,260 blanks. My keys are arranged alphabetically by manufacturer, then by number, and I still have room for expansion.

One screw, two washers, one lock washer, one nut and one wing nut per peg, means each box costs about \$30.00 in materials. Vibrations during driving require keeping the

wing nuts tight by tightening them periodically.

My foreign car key box and my domestic key box are mounted one each on a back door of my van. (*See figure 3.*) An L-bracket made out of two pieces of 1' long 2 x 4 supports the weight. Three self-tapping 1-1/2" sheet metal screws with washers hold the top of

the box to the door and two 3" drywall screws secure the bottom to the L-bracket.

When it's necessary to switch vehicles, I pull 5 screws, transfer the box to the other vehicle and

go. This ensures that I do not have to go home for keys for the other calls I get when I'm out in the field.

David Craig
Illinois



HPC WINNER:
Roller Repair Caper

During my quarterly preventative maintenance inspection of fire doors, I found that two of the Gravity Door Drop Arm Coordinators had missing rollers. I called several of the major distributors, only to find that there would be a three-to-five week wait for replacements. I could have waited for the new ones to arrive, but I firmly believe in Murphy's Law (if something can happen, it will).

I decided to see if there was another fix available. I measured the diameter of a good roller (1") and called a local industrial

plastics supply company. Within an hour I had a 2-foot piece of 1" diameter engineering stock.

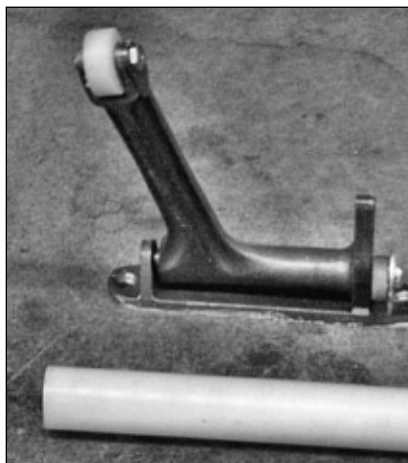


Figure 4.

I cut the correct width on a table saw, drilled the centers on a drill press and made my repairs. (See figure 4.) Not only did I have my rollers at 50% of the cost of ordering them from a supplier, I had enough plastic left over to make another

twenty or so rollers if I needed them in the future.

John Falvey
Nevada



SARGENT &
GREENLEAF
WINNER:
**Combination
Padlock
Manipulation**

I decode quite a few combination padlocks. It is a good exercise, not only for saving the padlock, but learning basic combination theory, combination progression and some basic manipulation. One very common frustration I have when decoding, is after reading the gates through the shackle hole, I don't hit the combination right off. This is where it tests my skills in decoding the padlock.

For a Master 1500D padlock, I add 11 to the number decoded from the shackle hole, to get the true combination number. Sometimes the reading is off by

one or two increments, thus not working. With other padlocks, the number added varies, but only found by trial and error. It is these and other quirks that I figure out how to "dial out" the right combination. This is where the combination progression and manipulation come in.

When misreading the gates, I often end up locking quite a few padlocks, with no way to start over since I locked up the shackle. I needed a way to "start over."

I came up with two methods that work the same. When it comes time to test the combination, I don't lock the lock's shackle. What I do is use another combo padlock's shackle. I either use an old cut-off shackle and vise grip pliers, or the shackle of another lock still connected and in working order. This is done by pushing in and twisting the shackle until the

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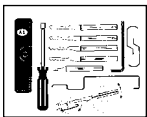
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locking dog engages. Pull on it and it is effectively locked.

The borrowed shackle lock is perpendicular to the back of the lock to be worked on. If the right combination is dialed, the shackle will pop out just as if it were the lock's own shackle. But with one major advantage, if I mess up and don't get the right combo and need to start over, I can. Just twist the borrowed shackle 180 degrees and it will pop right out, and I start over again. This gives me a second chance that I might not have had otherwise if I messed up the first time.

Doing this has enabled me to learn from my mistakes, thus enhancing the learning experience.

*David Lee
Washington DC*



**A-1 SECURITY
PRODUCTS WINNER:
Nothing Remote
About These
Profits**

I have Jake Jakubowski's CD on "How to Jump Start Your Locksmith Business -or- Ten Ways To Increase Your Shekel Intake." It is very interesting. I believe I might have found another way for locksmiths both mobile or with a storefront to easily increase their intake. Many customers have asked us if we can get replacement remotes for their cars. For the longest time we told them that it was a dealer item.

Then one afternoon I was thumbing through *The National Locksmith* and came across an ad for Keyless Ride. About 10 minutes later, again the same question about car remotes was asked, and the customer was given an answer that we would check it out. We called Keyless Ride and their customer service was great, and they told us the price for the Remote. They also assured us that we could program the remote.

We called the dealer to compare the price and they told us that the remote would cost \$175, and \$45 to program it. We got a nice markup for the remote, and we sold it to the customer for \$90 including programming. Everybody was happy, and we have a new supplier with Keyless Ride.

*Jerry Dionisio
Colorado*

Editor's Note: Jerry there are several companies that now perform this service for locksmiths. Also, LOCKMASTERS has a Remote Cloning Device available that will allow the locksmith to clone remotes from his shop or van!



**ILCO KEYBLANKS
WINNER:
Crochet Hook to
Clip Tool Trick**

After receiving a call late in the afternoon to make a door key for a 1994 Buick Century, I, by accident, discovered a "tool" of sorts that helped me out of a bad situation.

I tried all of the normal key making methods first—the problem was the lock, not the keys! I removed the door panel from the inside of the door to access the cylinder; which turned out to be a bad move for me!

The interior panel had so much stuff in the way it was impossible to get close to the lock. I used my door wedges to gain some room between the glass and the top edge of the door, inserted a door inspection light, and used my "tool" to remove the horseshoe-shaped retaining clip holding the cylinder.

After servicing the lock, I faced the problem of putting it back in the door again. After a couple of tries, I finally got it back onto the lock and used my new "tool" and a screwdriver to snap the clip back into place.

The "tool" is an old crochet hook I had found a long time back and decided it might be useful someday. It is about 6" long, with a small slot in the side, and made of spring steel. I formed a double offset bend in it to aid in positioning the clip to the lock. I hooked the clip in the slot of the crochet hook and put it in place and used a long skinny regular screwdriver to push the clip in place and finally all done!

I know there are some tools on the market that perform this very task but when you don't have one, and it is getting dark, you use what's available to get the job done.

*Jim Heffner
North Carolina*



**KEEDEKX WINNER:
Drift Pin Driver**

I was working on a Chrysler ignition and could not get the drift pin started and driven into place. I then put the pin into the cup that goes onto the switch and used a carpenter's nail set to fit over the end of the drift pin and gently tapped the nail set until I got the pin started.

Then I mounted the cup over the switch and used the nail set to continue seating it. I also used the nail set to hold the steel ball in place on a Ford 8-cut ignition when reassembling it.

I am sure there are other uses for this handy little tool in our daily operations.

*Wayne Gow
North Carolina*



**TECH-TRAIN
TRAINING VIDEO
WINNER:
Ranger Spare Tire
Key Trick, Plus**

When originating a key for the Ford Ranger tire lock, if you don't have the codes, you can use an X-7 key blank as your impression key. First file about 7 to 12 thousands off the tip of the key. Then, use that modified

blank to impression the key. After I impression the key on an X-7, I use the long OEM blank to duplicate the impressed key onto. Or, I simply place the OEM blank and the impressed key in my duplicator - using a tip stop - and re-cut the tip on the X-7 to match the OEM tip.

On another note, I use a product called "Plastic Dip" on the working end of my automotive opening tools. It is a heavy-duty, flexible rubber coating, which adheres very well to the tool and allows it to grip linkages and buttons without slipping off. Apply only enough to thinly coat the tool's business end and let it dry overnight. Whenever the coating begins to wear thin, simply clean it off the tool and re-dip.

*M. H. Brown
Washington*



**SIEVEKING
PRODUCTS GM E-Z
WHEEL PULLER
WINNER:
More Effective
Across the
Car Tool**

Here is a technique that I use frequently when opening cars with my "Across The Car" long-reach tool.

As shown in *figure 5*, I tie a strong cord to the business end of my tool. It allows me to manipulate the tip and zero in on a lock button, door handle, or locking switch much easier than trying to do it without the guidance the cord provides.

I use the cord to apply more pressure to the end of the tool for pushing door lock switches and grabbing door handles. With the cord, I can also "loop" it around vertical buttons and grab door handles as well.

*William A Bishoff
Wisconsin*

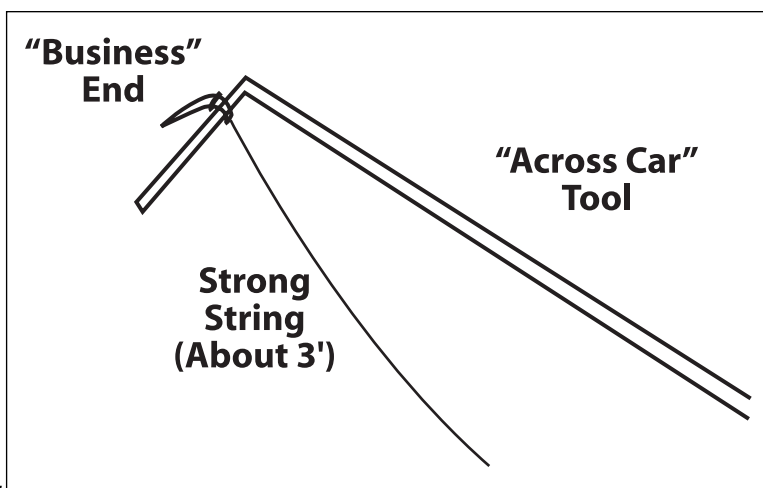




Figure 5.

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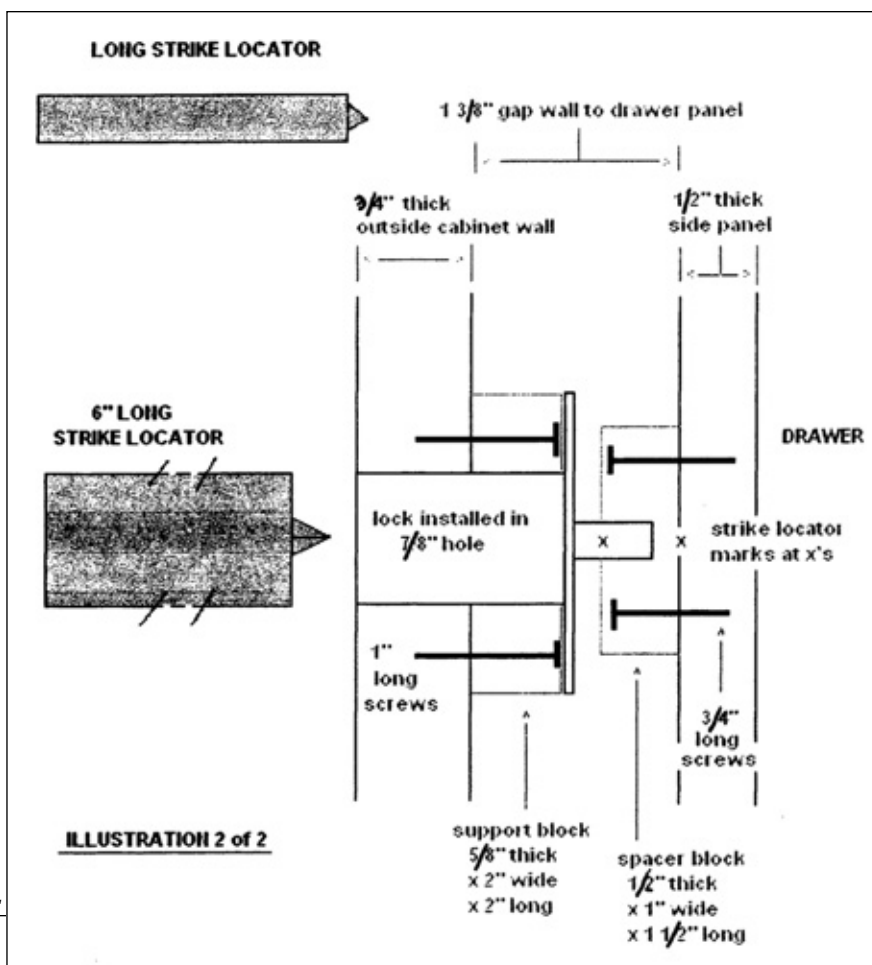
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I had to install a furniture plunger lock on a custom-made wooden file cabinet with lateral drawers. On my first trip to give the estimate I took all necessary measurements of the cabinet and made a sketch.

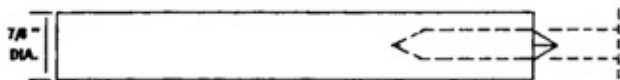
I had to make wood blocks to close wide gaps between the cabinet wall and drawer side panel. With a little thinking ahead, I made a 6" long strike locator using a wood dowel and a nail in case my standard length locator was too short. As it turned out I didn't bother with the short locator, the long one worked perfect. (See figure 6.)

John Marske
California

Figure 6.



**6" dowel rod makes
extra long strike
locator.**



**Nail driven into dowel. Head
of nail is cut off and remainder
sharpened to a point. Drill pilot
hole before driving nail into dowel.**

I rounded the head of the key as shown and cut the blade from the head to the shoulder stop to narrow the blade enough to fit in the ignition. After this was completed I cut the keys on the modified blank and got the customer on their way.

After they left, I found that the new Sportage uses an ILCO X267/KK4 blank. I ordered a box to be ready for my next customer.

TNL

Lowell Chalk
Florida



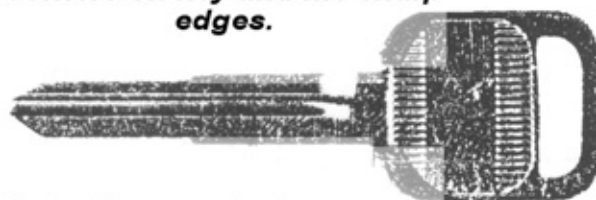
LAGARD WINNER:
**KIA SPORTAGE
KEY SUBSTITUTE**

As most of us have experienced in the field, or at the shop, I unexpectedly discovered that there was something new on the market.

A customer drove up to the shop in a brand new Kia Sportage and needed some copies made of the ignition/door key. After a complete search of our keyboard, I realized we did not have one. So, as many of

us have in the past, I improvised. I found that an Ilco X198/B74 is long enough, and even though the millings allow the blank to pass the keyway, I had to modify the blank as shown in figure 7.

**Head of key must be cut
back as shown in light gray areas.
Be sure to round off all sharp
corners on key and file sharp
edges.**



**Blade of key must be "narrowed"
as shown by gray areas on both
sides of key blade.**

Figure 7.

BUSINESS BRIEFS

Master Lock Lockout/Tagout Video Training Program

The training video, including live-action footage, reviews the seven steps to properly lockdown equipment and the five-steps to re-energize from lockout. It demonstrates how to apply, remove and maintain the various lockout devices, and provides instructions for maintaining lockout/tagout during shift changes.

In addition to the informative 10-minute video, this training program includes 10 employee reference cards, an instructor's guide and an employee quiz. It has been developed as part of Master Lock's new Safety Series™ lockout/tagout product line.

Safety Series is an innovative line of safety lockout and tagout products including cable lockouts, rotating valve lockout covers, circuit breaker lockouts and padlocks, group lock boxes worker-friendly modular kits, tags, snap-on hasps and more.

For more information contact your nearest Master Lock Distributor, or call Master Lock at 1-800-308-9242, or visit the website at www.masterlock.com.

Medeco³ Achieves BHMA Certification

Medeco³ high security cylinders, manufactured by Medeco High Security Locks, have achieved certification by the Builders Hardware Manufacturing Association (BHMA) in the high security cylinders category. Medeco is the first manufacturer in the security industry to submit products for testing and have them achieve certification in this category.

Medeco³ was tested at BHMA's highest certification level—third party certification—by an independent laboratory. The cylinders underwent a series of physical tests for strength and durability, key control, and surreptitious entry resistance.

Other Medeco products, including Biaxial cylinders, Keymark cylinders, and Maxum deadbolts, have also been tested as part of the BHMA A156.5-2001 Grade 1 certification process for auxiliary locks and associated products.

Digimerge Technologies Inc. Announces ADI Vendor Agreement

Digimerge Technologies Inc. ("Digimerge"), a

subsidiary of Strategic Vista International Inc. [TSX: SVI], is pleased to announce that it has signed a Vendor Agreement with ADI, North America's largest wholesale distributor of security and low voltage products.

ADI will introduce Digimerge to the security market and partner with them to create increased value to their dealers while providing quality digital products and service excellence.

Mayflower stocks Full Rixson Line

Today, Mayflower Sales ranks as the premier distributor of Rixson Door Control Hardware. The line includes all standard and offset floor closers in light and heavy duty variations, a wide range



of overhead holders including concealed and electromagnetic types as well as pivot sets and accessories. The full line is available in all styles, functions and finishes to meet every need.


Mayflower also provides a wide array of

services to assist dealers including "on the spot" technical assistance, option availability, guaranteed overnight delivery and a range of promotional materials to assist sales efforts.

For additional information, call 800-221-2052; fax: 718-789-8346 or Email: pilgrim@mfsales.com.

Kaba® Product Winners at ALOA Trade Show

Kaba recently awarded prizes to four winners of the 2003 ALOA trade show giveaway in Las Vegas, NV. The prizes included a PowerLever® 1550 Self-Powered Electronic Lock, a Simplex® 5000 Heavy-Duty Mechanical Pushbutton Lock, a 009 Key Machine & Ilco Advantage Software, and an Auditcon 500V with Software.

The winner of the PowerLever 1550 was Lynda of Huisman Lock & Key in Sheldon, IA. The Simplex 5000 winner was Robin Clarke of Master Locksmith in Trowbridge, England. The 009 Key Machine & Ilco Advantage Software went to Gary Offstein of Glendora, CA, and the Auditcon 500V with Software went to Sam Cramer of Crescenta Valley Lock & Security Service in Las Crescenta, CA. 

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1 250	98	1 712	280		Y2001-Y3000	M15A	
2 500	197	2 662	261				
3 750	295	3 610	240				
4 1000	394	4 560	220				
5 1250	492						
6 1500	591						
7 1750	689						
8 2000	787						

Align: Shoulder

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Spaces		Depths		Punch: PCH-1011		IC #: 305	
mm	Inch	mm	Inch	Jaw: A	Series	Alba	
1 250	98	1 712	280		Y2001-Y3000	M15A	
2 500	197	2 662	261				
3 750	295	3 610	240				
4 1000	394	4 560	220				
5 1250	492						
6 1500	591						
7 1750	689						
8 2000	787						

Align: Shoulder (Right Insertion)

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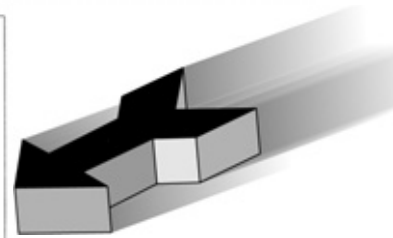
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Kia Y2001-3000

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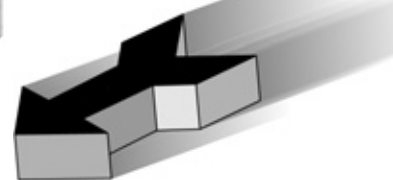
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1200 Blitz™

Flip 'em
over for
Silca,
Curtis,
Framon,
A-1
and
ITL specs!



Code Card

For the
1200PCH™

Courtesy of
INSTA-CODE 2003™ from
The National Locksmith

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HPC 1200Blitz™

InstaCode Card: 305 Cutter: CW-1011
HPC DSD: 237 Silca Card: 742
Jaw: A Gauge From: Shoulder

Silca Unocode

UnoCode Card No.: 742 Vice/Adapter: V100 Std
Side: A Position: 0

HPC Codemax™

HPC DSD: 237 Jaw: A
Cutter: CW-1011 Position: Shoulder

Curtis No. 15 Code Cutter

Cam Set: KK-3
Carriage: KK3A
Cutter: 15W-47

Framon

Cuts Start At: 98 Cutter: FC9045
Between Cuts: 98
Block #: 3

A-1 Pak-A-Punch™

Quick Change Kit: PAK-KA2
Punch And Die: PKS-88T

ITL 9000 & 9700

ITL Manufacturer ID: 0 Insert: 2

Ilco Ultracode

Ultracode Card: 742 Vice/Adapter: V100 Std
Side: A Position: 0

Kia Y2001-3000

HPC 1200PCH™

InstaCode Card: 305 Punch: PCH-1011
Jaw: A HPC DSD: 237

Silca Unocode

UnoCode Card No.: 742 Vice/Adapter: V100 Std
Side: A Position: 0

HPC Codemax™

HPC DSD: 237 Jaw: A
Cutter: CW-1011 Position: Shoulder

Curtis No. 15 Code Cutter

Cam Set: KK-3
Carriage: KK3A
Cutter: 15W-47

Framon

Cuts Start At: 98 Cutter: FC9045
Between Cuts: 98
Block #: 3

A-1 Pak-A-Punch™

Quick Change Kit: PAK-KA2
Punch And Die: PKS-88T

ITL 9000 & 9700

ITL Manufacturer ID: 0 Insert: 2

Ilco Ultracode

Ultracode Card: 742 Vice/Adapter: V100 Std
Side: A Position: 0

KEY CODES

Kia Y2001-3000

Manufacturer: _____ Kia

Code Series: _____ Y2001-3000

Key Blanks:

Errebi: _____ T02KJA3RP

Ilco: _____ KK3-P

Jet: _____ KK4-NP

Key Line: _____ KI3SAP

Orion: _____ T19KIA3R

Silca: _____ KIA3RT5

Spacings:

1 - .098

2 - .197

3 - .295

4 - .394

5 - .492

6 - .591

7 - .689

8 - .787

HPC 1200Blitz

Code Card: _____ CF305

Jaw: _____ A

Cutter: _____ CW-1011

Gauge From: _____ Shoulder

Silca UnoCode

Card Number: _____ 742

Side: _____ A

Position: _____ 0

Vice/Adapter: _____ V100 Std

HPC CodeMax

DSD #: _____ 237

Jaw: _____ A

Cutter: _____ kCW-1011

Gauge From: _____ Shoulder

A-1 Pack-A-Punch

Quick Change Kit: _____ PAK-KA2

Punch: _____ PKS-88T

Die: _____ PKS-88T

Curtis No. 15 Code Cutter:

Cam-Set: _____ KK-3

Carriage: _____ KK-3A

Framon #2

Cuts Start at: _____ .098

Cut to Cut Spacing: _____ .098

Block #: _____ 3

Depth Increments: _____ .020

Cutter: _____ FC9045

Number of Cuts: _____ 8

M.A.C.S.: _____ 2

Key Gauged: _____ Shoulder

Center of First Cut: _____ .098

Cut to Cut Spacings: _____ .098

Cut Depth Increments: _____ .020

Depths:

1 = .280

2 = .260

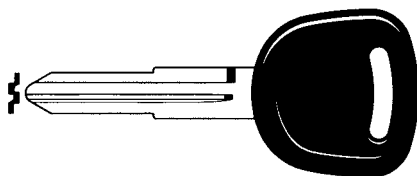
3 = .240

4 = .222

ITL 9000/9700

Mfg. ID: _____ 0

Insert: _____ 2



Y2001	11212312	Y2015	11231132	Y2029	11242313	Y2043	11322431	Y2057	11343343	Y2071	12132112
Y2002	11212331	Y2016	11231212	Y2030	11242331	Y2044	11323244	Y2058	11343421	Y2072	12132131
Y2003	11212434	Y2017	11231243	Y2031	11242442	Y2045	11323313	Y2059	11344324	Y2073	12132134
Y2004	11212442	Y2018	11231324	Y2032	11243112	Y2046	11324221	Y2060	11344331	Y2074	12132223
Y2005	11213213	Y2019	11231332	Y2033	11243124	Y2047	11324224	Y2061	12112123	Y2075	12132242
Y2006	11213221	Y2020	11232113	Y2034	11243322	Y2048	11324421	Y2062	12112212	Y2076	12132311
Y2007	11213324	Y2021	11232434	Y2035	11244234	Y2049	11332223	Y2063	12112232	Y2077	12132422
Y2008	11221123	Y2022	11233431	Y2036	11312223	Y2050	11332311	Y2064	12112321	Y2078	12132443
Y2009	11221313	Y2023	11234211	Y2037	11312422	Y2051	11332422	Y2065	12112432	Y2079	12134224
Y2010	11221321	Y2024	11234223	Y2038	11313342	Y2052	11333122	Y2066	12113424	Y2080	12134431
Y2011	11223112	Y2025	11234422	Y2039	11321231	Y2053	11334312	Y2067	12123113	Y2081	12211134
Y2012	11223131	Y2026	11242131	Y2040	11322121	Y2054	11342324	Y2068	12123111	Y2082	12211213
Y2013	11223134	Y2027	11242211	Y2041	11322124	Y2055	11343213	Y2069	12123312	Y2083	12213122
Y2014	11223311	Y2028	11242242	Y2042	11322324	Y2056	11343221	Y2070	12123334	Y2084	12213242



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Y2085	12213433	Y2098	12244212	Y2111	12322321	Y2124	12334242	Y2137	12422423	Y2203	13243244
Y2086	12211334	Y2099	12244332	Y2112	12323113	Y2125	12334423	Y2138	12423324	Y2204	13243322
Y2087	12224321	Y2100	12244344	Y2113	12323422	Y2126	12334431	Y2139	12423443	Y2205	13244223
Y2088	12224432	Y2101	12311123	Y2114	12331113	Y2127	12342111	Y2140	12424313	Y2206	13312124
Y2089	12231121	Y2102	12311221	Y2115	12331211	Y2128	12342123	Y2141	12424432	Y2207	13312231
Y2090	12232344	Y2103	12311312	Y2116	12331224	Y2129	12342234	Y2142	12432111	Y2208	13312243
Y2091	12233111	Y2104	12311324	Y2117	12331242	Y2130	12342312	Y2143	12432134	Y2209	13312313
Y2092	12233132	Y2105	12312112	Y2118	12331322	Y2131	12421112	Y2144	12432212	Y2210	13312421
Y2093	12233213	Y2106	12312234	Y2119	12332231	Y2132	12421124	Y2145	12432243	Y2211	13312434
Y2094	12233342	Y2107	12312443	Y2120	12332424	Y2133	12421131	Y2146	12432421	Y2212	13313222
Y2095	12233433	Y2108	12313211	Y2121	12332443	Y2134	12421311	Y2147	12433223	Y2213	13313342
Y2096	12243231	Y2109	12313424	Y2122	12333124	Y2135	12421333	Y2148	12434231	Y2214	13321233
Y2097	12243311	Y2110	12322132	Y2123	12334234	Y2136	12422342	Y2149	12442132	Y2215	13321342

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Y2270	21132244	Y2336	22133233	Y2402	23221321	Y2415	23244343	Y2428	23331124	Y2441	23422343
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Y2272	21132121	Y2338	22133432	Y2404	23223123	Y2417	23311234	Y2430	23332121	Y2443	23423223
Y2273	21134322	Y2339	22134213	Y2405	23231112	Y2418	23312344	Y2431	23332234	Y2444	23423231
Y2274	21134334	Y2340	22134231	Y2406	23233424	Y2419	23312423	Y2432	23342311	Y2445	23423334
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Y2331	22131224	Y2397	23132213								
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Y2465	24213331	Y2478	24231132	Y2491	24312133	Y2504	24331221	Y2517	24421332	Y2583	31243342

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Y2506	24332212	Y2572	31232432
Y2507	24332324	Y2573	31233231
Y2508	24332433	Y2574	31233243
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Y2540	31123211	Y2606	32111333
Y2541	31123442	Y2607	32112113
Y2542	31124213	Y2608	32112132
Y2543	31124231	Y2609	32112243
Y2544	31124324	Y2610	32112321
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Y2568	31231112	Y2634	32231242
Y2569	31231134	Y2635	32231334
Y2570	31231331	Y2636	32233213

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Y2638 32242111
Y2639 32242331
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Y2641 32243233
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Y2643 32244323
Y2644 32311221
Y2645 32311332
Y2646 32312112
Y2647 32312234
Y2648 32312443
Y2649 32321344
Y2650 32322124
Y2651 32322131
Y2652 32322323
Y2653 32324313
Y2654 32331132
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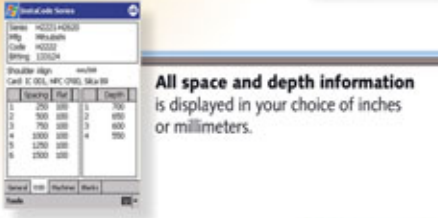
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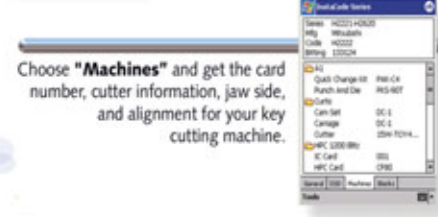
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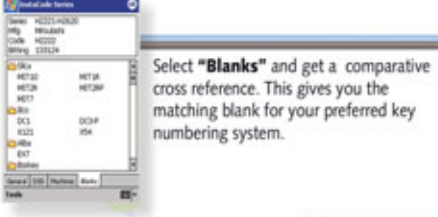
Open Pocket InstaCode and the "Search" Window is ready for you to find your code. Simply enter the known information, click FIND and your code appears on screen.



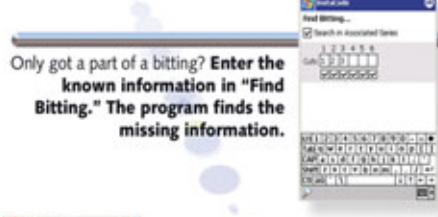
All space and depth information is displayed in your choice of inches or millimeters.



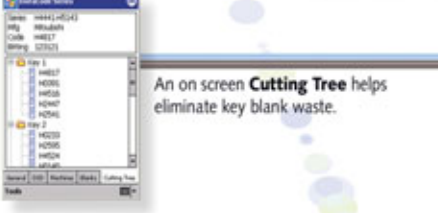
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TRL

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PART
1

PEGASO



by
John Blankenship



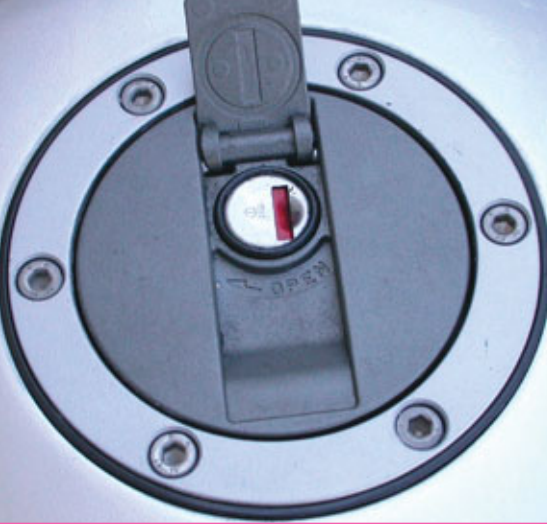
1. The Pegaso is a deluxe dual-sport motorcycle with a 650cc single cylinder engine. Its long-travel suspension and skid-plate allow it to handle rough terrain much better than a standard street model. There are no codes anywhere on the locks, but originating a key is not difficult.



2. All of these blanks will work. From left to right is the Silca ZD22RBP, ZD23RCP and ZD24RDP. A Silca ZD16RP is not pictured, but will also work. The ZD16RP and ZD22RBP have a narrow center groove while the ZD23RCP and ZD24RDP have a wide center groove. The narrow groove blanks will fit Zadi motorcycle locks that have the off-center keyway like those used on this motorcycle, but they will not work the Zadi motorcycle locks with a centered keyway. The wide groove blanks will work on Zadi motorcycle locks with the off-center and centered keyways.



3. This view from the driver's seat shows two of the three locks on this motorcycle. The ignition/steering lock is in front of the handlebars and the gas cap lock is under the dust cover on the gas cap. A good way to originate a key for this bike is to impression the ignition lock. It marks the blank good and the wafers are strong. Make sure you do not push the plug in while impressing. The plug will not turn while it is pushed in.



4. The gas cap lock is a good source to obtain all six cuts. Despite its appearance, it is not a sidebar lock. It is a unique type of wafer tumbler lock.

Impressioning: This is a good lock to impression. It marks the blank good and the wafers are strong.

Reading: This is a difficult lock to read due to the design and color of the wafers. Only a small part of each wafer is visible in the keyway and they are the same color as the inside of the keyway.

Disassembly: Begin by picking the gas cap lock 90 degrees clockwise and raising the cap. This lock picked easily using a rake, but you have to know where to rake. The photograph shows the gas cap as it appears when you are sitting on the seat. Insert the tension wrench in the top of the keyway and apply tension clockwise. This will open the dust shutter so you can see the first tumbler. It is in the bottom of the keyway on the left side and is not easy to see. This is because it is not brass; it is the same color as the inside of the keyway. Also, it does not extend all the way across the keyway; it is only on the left side. Use the pick to depress the first tumbler and you can tell where to

rake because all six tumblers are inline on the bottom/left side of the keyway.

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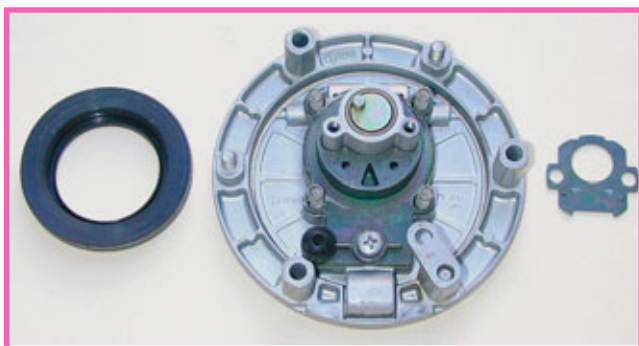
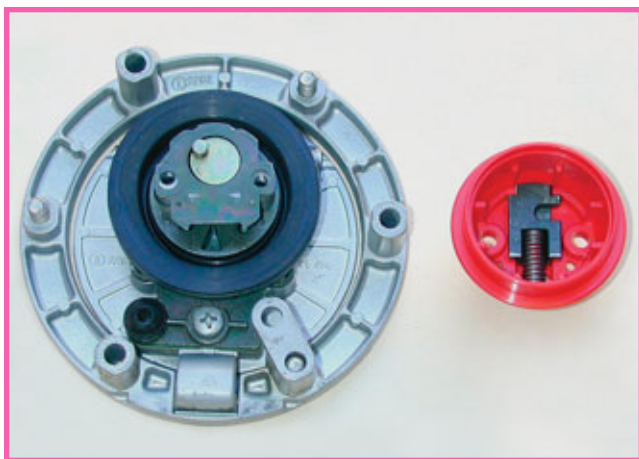
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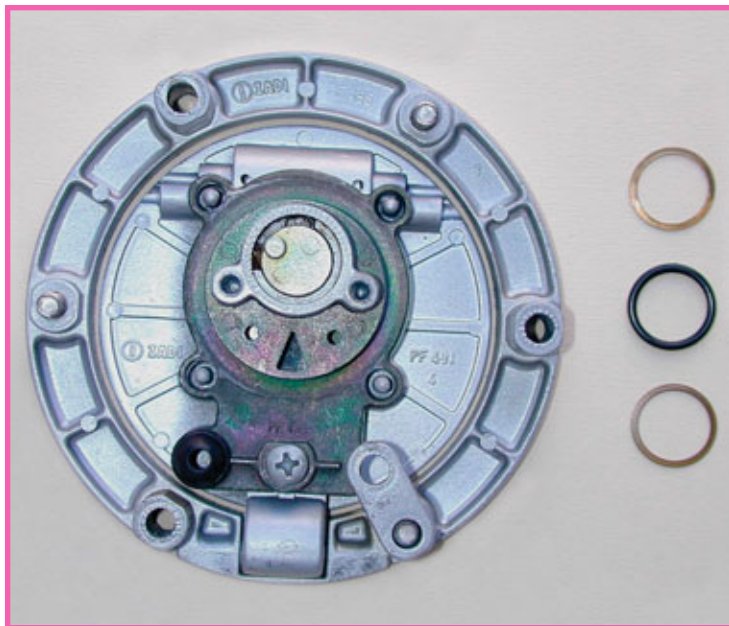


5. Put a clean rag into the filler neck to prevent the bolts or anything else from dropping into the tank. Use a 4mm hex key to remove four bolts. Three of the bolts are loosened and the wrench is on the fourth one. Then you can take the gas cap assembly to a bench and remove the two Phillips screws on the bottom of the cap.



7. The backing plate and sealing ring have been removed. Also remove the four springs and store them in a safe place.

6. After removing the two Phillips screws you can remove the locking bolt housing along with the locking bolt and spring.



8. Remove the metal ring, O-ring, and second metal ring from around the back of the plug. The retainer can now be seen on the upper side of the plug. Depress it, push the plug out the front of the housing and remove the rubber ring from around the face of the plug. You do not have to be concerned about the wafers falling out.



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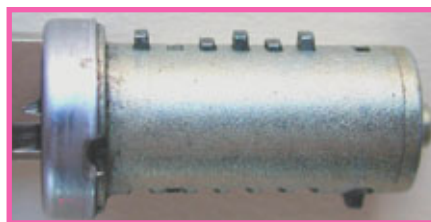


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9. The gas cap plug contains all six tumblers arranged on one side of the keyway plus the retainer. A blank inserted into the plug shows the cuts are 312323. A search using key code software reveals that the code is 8827.



10. A code cut Silca ZD23RCP with cuts of 312323 works all three locks on the motorcycle.



11. You have to remove the facecap from the plug before you can remove the tumblers. Use a small screwdriver to pry out both crimps and you can pull the facecap off.

Continued on page 114

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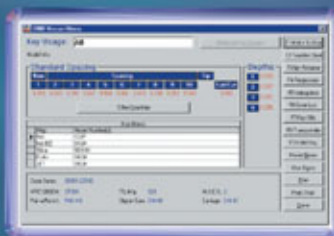
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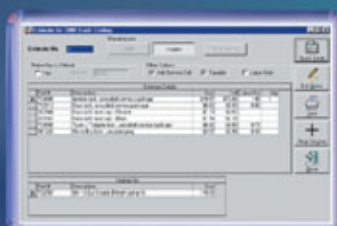
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STEP
2



See all data
including spaces/
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parts, code locations
and more.

STEP
3



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STEP
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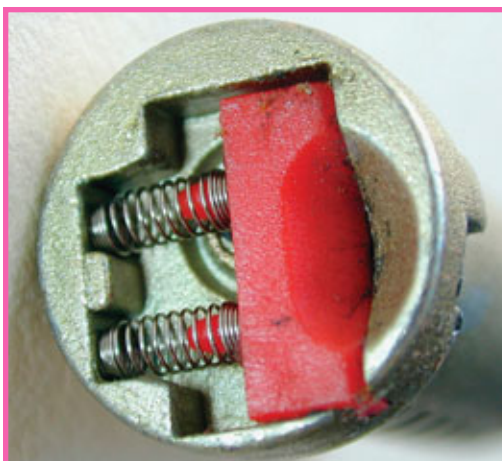
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13. Here you can see the end of a tiny brass rod that has to be removed.



14. The brass rod holds the spring-loaded tumblers and retainer in the plug, so hold them down to release the friction pressure on the rod. Then tap the face of the plug on a bench and the rod will slide out far enough to grab.



15. From left to right are the 312323 and the retainer. The brass rod that fits through the slots in the center of the wafers is also shown.



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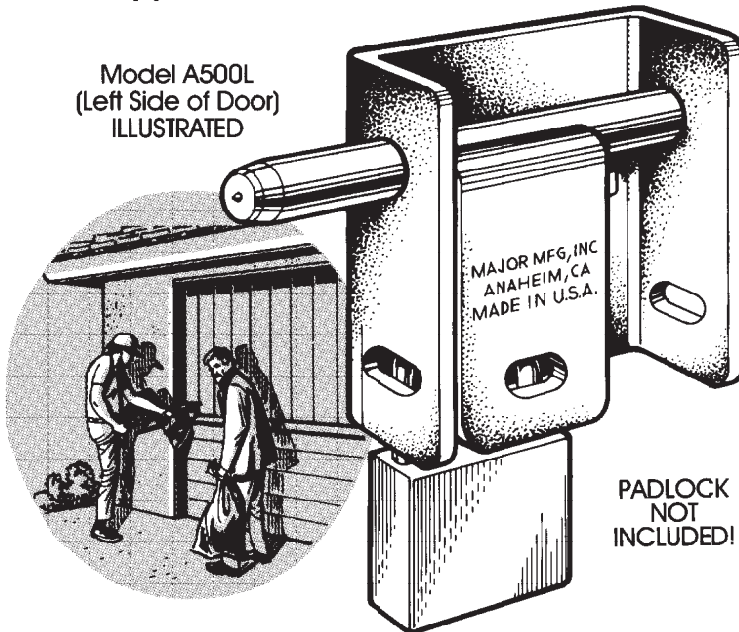
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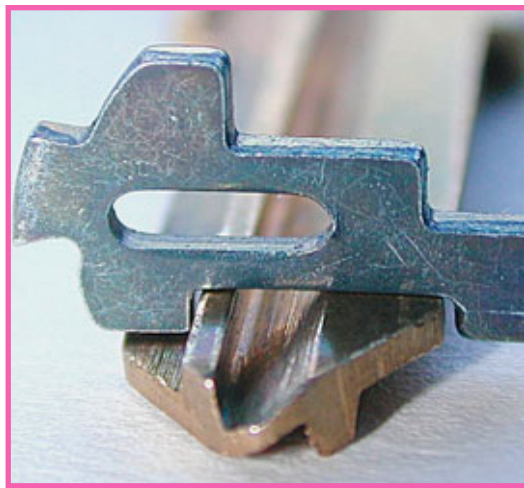
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16. This shows how the key contacts the wafers when inserted into the keyway.



17. Replace the rubber ring around the face of the plug with one of the two tabs aligned with the retainer. You cannot insert the plug with the retainer aligned with the locking slot or it will hit the end of the slot and stop. You need to align the retainer to the right of the locking slot, depress it, and insert the plug. Then turn it counter-clockwise to the locked position.

In the next installment we will make a working key from the ignition lock.

TNL

Taking Industry Products for a...

TEST DRIVE

Squeeze Plug Removal

by
AABLE
Locksmiths



Making keys for GM vehicles through the glove box is a quick, efficient method, but sometimes requires more light or skill than is available. This is especially true for the new style glove box lock that squeeze to open, since the locksmith must read the wafers after they have taken the lock out of the glove box. That is not always an easy project.

Some locksmiths have taken to sliding a broken pick beside each of the plug retainer tabs and working them until the plug comes out. This is not an exact science and stands a pretty good chance of breaking the tabs.

THE TOOL:

Enter Frank Markisello of AABLE LOCKSMITHS with the answer. The SQUEEZE PLUG REMOVAL TOOL, model SQP-01, is just what the name says it is. Its sole purpose is to make the removal of the squeeze plug easier and safer.

Frank is well known in our industry for innovative tools that do the job, and this is another in that ilk. It comes with a satisfaction guarantee and is a quality built tool for a lifetime of use.

USING THE TOOL:

This tool will work with the lock on or off the glove box, but I suggest you use it while holding the lock in your hand until you get the hang of it. Like most tools, it can be used

incorrectly and will take a little learning curve to get good at it.

To use the tool, simply slide the legs over the back of the lock and hook it on the lock plungers. The holes are already there to line up the tool. Next flip the tool straight up. This is where the learning curve comes into play. Make sure the fingers are both behind the tabs because they will not spread the tabs if they are not in place. The tabs must spread to allow the plug to slide out of the cylinder.

With the fingers fully engaged into the plug retainer tabs, turn the knurled knob to spread the tabs and eject the plug. Pull the plug out of the cylinder and you have the plug with exposed wafers ready to go. Many of these style boxes have the depths stamped on the wafers for easy of making the working key.

To remove the tool, simply push in on the lock plungers and slide the tool off the body of the lock.

The same basic procedure is used to remove the plug without taking the lock out of the glove box. Once you feel comfortable with using the tool, this is a faster and more efficient way of removing the plug. I would caution you to grab hold of the plug when you turn the knob, because although the wafers are staked in, they may fall out if the plug falls to the floor and then you have a challenge getting all of them back in the right spot.

IN SUMMARY:

DESCRIPTION: A unique tool for the removal of squeeze type glove box lock plugs in many current model vehicles including GM, Ford, AMC, Chrysler and Jeep.

PRICE: The Squeeze Plug Removal Tool has a suggested retail of \$50.

COMMENTS: A quality tool made for a lifetime of use and has a satisfaction guarantee for your assurance.

TEST DRIVE RESULTS: A tool that is easy to learn to use and does the job it is advertised to do. Make the origination of keys for these glove box locks a snap.

Remember Murphy's Law applies and if it can happen, it will happen.

It should be noted that this fine tool works in more than just GM glove boxes. Ford, AMC, Chrysler and Jeep all use the squeeze glove box lock and this tool will work in all of them without damage.

PRICING AND ORDER INFORMATION:

You may be able to get the Squeeze Plug Removal Tool from your regular distributor, but if they do not carry it, contact Frank Markisello, CRL at AABLE LOCKSMITHS, 86-19 97th Ave, Ozone Park, NY 11417-1318. Frank sells the tool for \$50 plus \$4 shipping and handling.

While you are calling Frank about this tool, be sure to get a copy of his brochure listing the other innovative tools he has in his toolbox. Frank takes the solving of everyday locksmith problems to a new level with his tools. If you do a lot of auto work, you will want several of his tools. **TNL**

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Internal Dimensions

W=13-1/2" x D= 9-1/2" x H= 8-3/4"

Model# GLSF-10**External Dimensions**

W=15" x D=12" x H=12"

Internal Dimensions

W=14-3/4" x D=11-1/2" x H=10-3/4"

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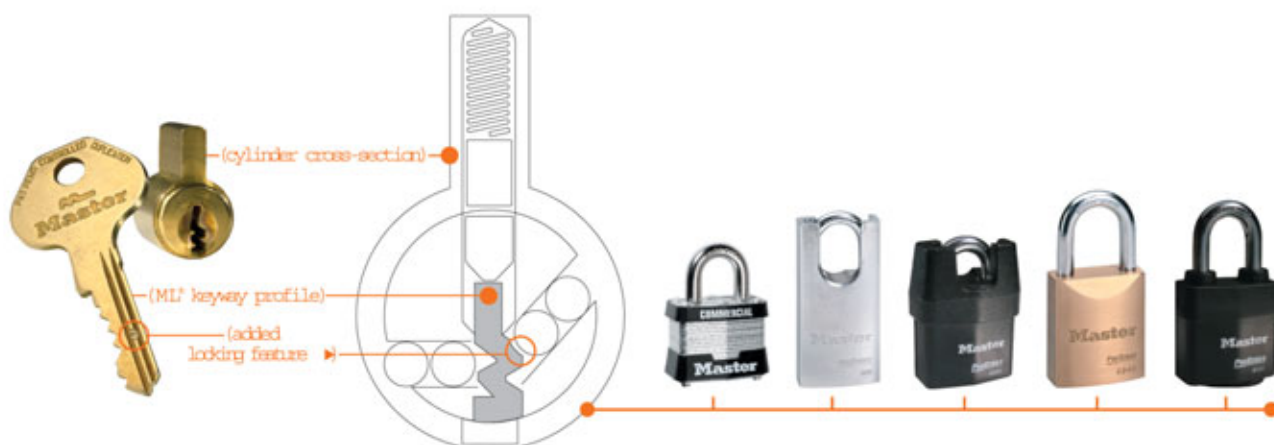
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